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sister inspired
his project
to find the
next female
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CONTENTS

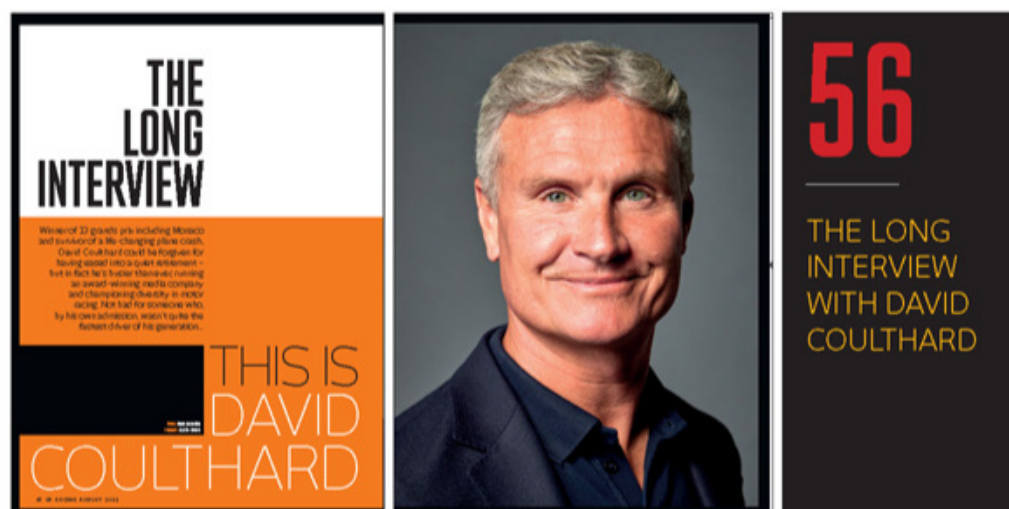
AUGUST 2022

SECTOR 1

- 4 IGNITION**
F1 people need to speak with care
- 6 PARADES**
The best images from Britain and Austria
- 16 F1 INSIDER**
Drivers on FIA's case; cost cap; Herta's F1 test
- 22 F1 ANALYST**
Recovering from McLaren rejection
- 24 UNDER THE HOOD**
Alternatives to carbon fibre

SECTOR 3

- 92 SUBSCRIPTIONS**
Check out our latest subs offer
- 94 REPORTS**
From the British and Austrian GPs
- 102 PREVIEWS**
Of the Belgian, Dutch and Italian GPs
- 104 PRODUCTS**
Reviews of the best F1 gear
- 106 FLAT CHAT**
Bad crowd behaviour has no place in F1



SECTOR 2

- 30 GEORGE RUSSELL**
How is his first Mercedes season really going and is he still on course to take over from Lewis?
- 40 BOUNCING IT AROUND**
Why porpoising solutions are proving so controversial
- 46 IN CONVERSATION WITH...**
Andreas Seidl, on McLaren's fightback from a bad start
- 48 DAVID COULTHARD**
The former Williams, McLaren and Red Bull man is busier now than he was as an F1 driver
- 58 IN CONVERSATION WITH...**
Yuki Tsunoda, who opens up about his second season in F1
- 60 NICHOLAS LATIFI**
He faced the haters head-on, but is battling to save his F1 career
- 64 BACK TOGETHER AGAIN**
Nigel Mansell drives his title-winning Williams at Goodwood
- 74 NOW THAT WAS A CAR**
The Lotus 97T, the car that took Ayrton Senna to his first GP win
- 82 ALTERNATIVE VIEW**
Managing tyres has always been a bit of a dark art to drivers
- 84 MOTORSPORT SHOWCASE**
The best and worst of the Belgian GP, from Zolder to Spa

F1 PRO

- 29 STRAIGHT TALK**
Rumours of the Monaco GP's demise are premature



Stuart
Codling



Minding your language costs nothing

Words are important. And I'm not just saying that because I spend my working days trying desperately to wrangle them into some sort of order. Words have the power to stir emotions, to form and change opinions, to galvanize the spirit, to unite... or divide.

That's why people remember Winston Churchill's "We shall fight on the beaches" speech (imagine if he'd approached the dispatch box, shuffled his feet and muttered, "Er, ah, we'll do the best we can, eh?"). It's why Abraham Lincoln's Gettysburg Address, a pithy two-minute oration consisting of 10 sentences, remains cherished; less so the contribution of Edward Everett, who preceded Lincoln on the stand and blithered on for a bum-numbing two hours.

In our connected world, words cross borders pretty much instantaneously. It's therefore never been more important to choose them carefully.

In the wake of Nelson Piquet seeking to excuse his use of a racially derogatory term in reference to Lewis Hamilton by suggesting he had been mistranslated, there were those who sprang to his defence. Indeed, I was astounded at how many experts in Portuguese colloquialisms were present in the media centre at the British Grand Prix, where the story broke. There are those who regard the opprobrium heaped on individuals such as Piquet and Lionel Froissart (the Belgian TV commentator suspended for describing Lance Stroll as "autistic" during the Austrian GP) as mind-policing cancel

culture presided over by illiberal liberals. Freedom of speech is no longer a thing, they cry.

Well – while pretty much every democracy constitutionally enshrines the right to express an opinion, I challenge you to locate in the relevant statutes any legally binding entitlement to be wrong, offensive, or a total arse. Words permeate our culture and set the frames of reference. Otherwise innocent nouns can be co-opted and weaponised to stoke divisions. When Lewis Hamilton spoke of "daily microaggressions" he wasn't being a 'snowflake' (to use one such recently repurposed noun), he was describing his lived experience of encountering discriminatory language.

It was the Polish social psychologist Henri Tajfel who first began to codify social identity theory, and whose experiments revealed the almost frightening speed with which in-groups form based on perceived shared characteristics – and how they then identify and discriminate against out-groups, often unconsciously. Words and the terminology we use to describe each other underpin this process.

With all this in mind, then – how about minding our language? Step by step, from a humble starting point, we can make the world a nicer place for all.

That's a theme I touch on in my back-page column in this issue – which will also be my last one before a new tenant moves in, since I've now taken up residence on this page. It's a privilege to be invited to edit this august publication – coincidentally just in time for the August issue...

Contributors



LUKE SMITH

Luke tackles the thorny question of how George Russell is getting on in his first season as a fully fledged Mercedes driver (p30)



MARK GALLAGHER

Mark sat down with 13-time GP winner David Coulthard to talk about his F1 career and his busy life after he stopped racing (p48)



MAURICE HAMILTON

When Nigel Mansell was reunited with his title-winning Williams at Goodwood, Maurice was there to hear what Nigel had to say (p64)



JAMES MANN

James also made the trip to the Festival of Speed to provide the photographic backdrop to Mansell's runs in the FW14B (p64)

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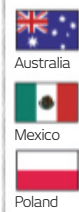
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GP Racing is published monthly in the above territories.

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Circulation queries Seymour Distribution Ltd, 2 East Poultry Avenue, London EC1A 9PT. Tel: +44 (0)20 7429 4000. Fax: +44(0)20 7429 4001. Email: info@seymour.co.uk. ISSN 2633-8157 (print) ISSN 2633-8165 (online). EAN 07713614480012. Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT. © 1996 Autosport Media UK.

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Subscriptions GP Racing subscriptions, Autosport Media UK, 3 Queensbridge, Northampton, NN4 7BF, UK. Email: help@asm.secureorder.co.uk. Tel: 0344 848 8826. Overseas Tel +44 (0)1604 251 454. GP Racing, ISSN 2633-8157 (USPS 25186) is published monthly by Autosport Media UK, 1 Eton Street, Richmond, TW9 1AG, UK. The US annual subscription price is US\$68.37. Airfreight and mailing in the USA by agent named WN Shipping USA, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Brooklyn, NY 11256. US Postmaster: Send address changes to GP Racing, WN Shipping USA, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscription records are maintained at Autosport Media UK, 1 Eton Street, Richmond, TW9 1AG, UK. Air Business Ltd is acting as our mailing agent.



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Ricciardo makes a point (or two)

It was good to see Daniel Ricciardo bag a points finish in Austria, his first since Azerbaijan. His lack of confidence in the McLaren has been visible through the lens, which is disappointing because he's one of the great overtakers of the modern era and you usually point a camera his way expecting some drama.

For this shot I was standing on the not-quite-straight which leads to the Jochen Rindt corner, which gave you a nice backdrop of luscious green trees and no catch fencing to obscure the view. The sun was popping in and out of the clouds during the race, and came out just as Ricciardo zipped by.



Photographer
Glenn Dunbar

Where Spielberg, Austria
When 3.44pm, Sunday
10 July 2022

Details Canon EOS R3
100-500mm lens, 1/30th @ F32





Finding humour in a washout

You might think Sebastian Vettel hasn't had much to smile about recently – apart from vanquishing a wannabe PM on *Question Time* perhaps – but he's a genuinely bright presence in the Aston Martin garage as this picture demonstrates. On Friday at Silverstone it absolutely hoofed it down with rain ahead of the first practice session and Seb was one of just 10 drivers to actually set a laptime.

After the team decided to cut its session short Seb came back in, removed his helmet and had a laugh with his mechanics Mikey, Matty and Danny. Perhaps he was hoping for better weather when he went out in his Williams FW14B...

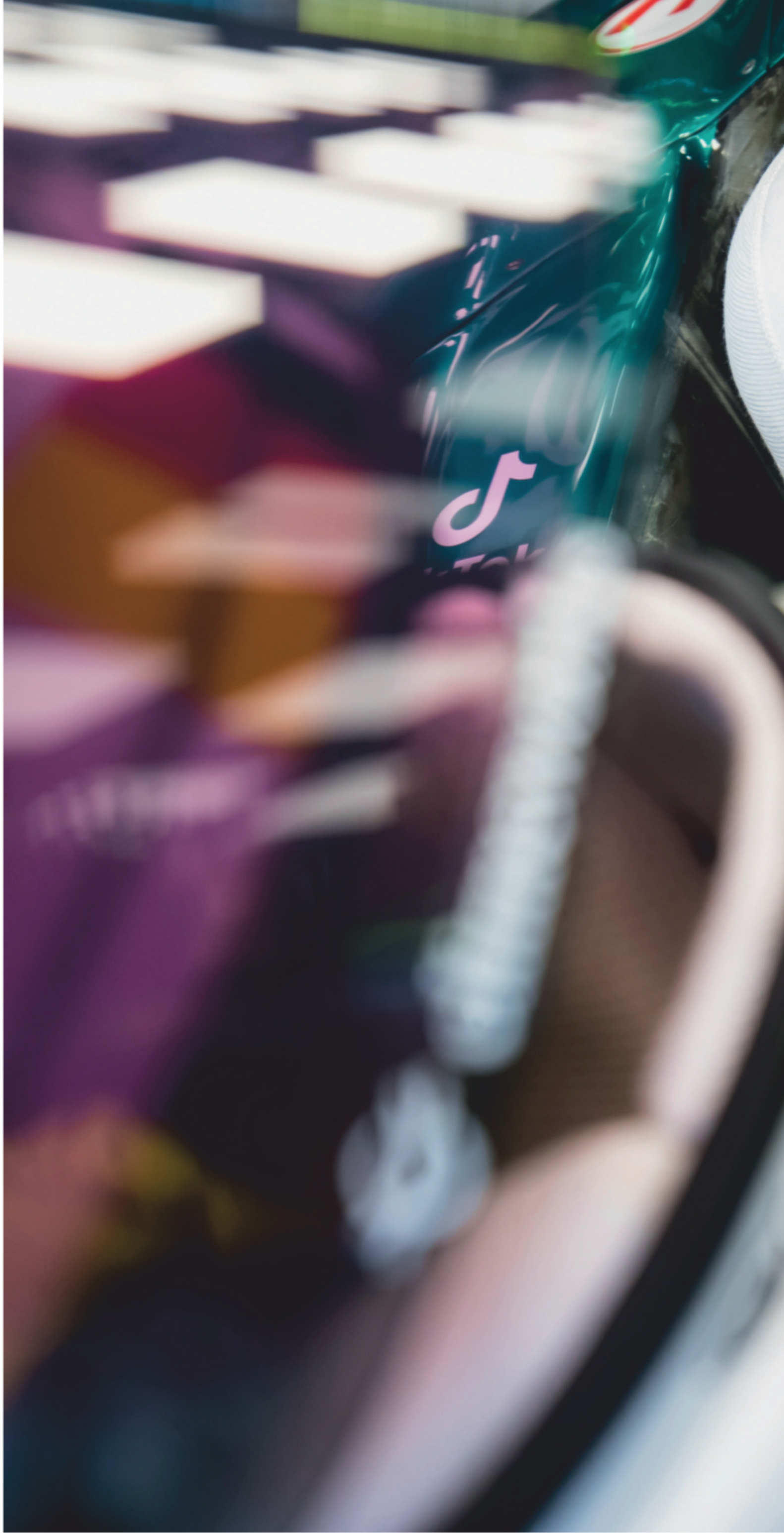


Photographer
 Zak Mauger

Where Silverstone, UK

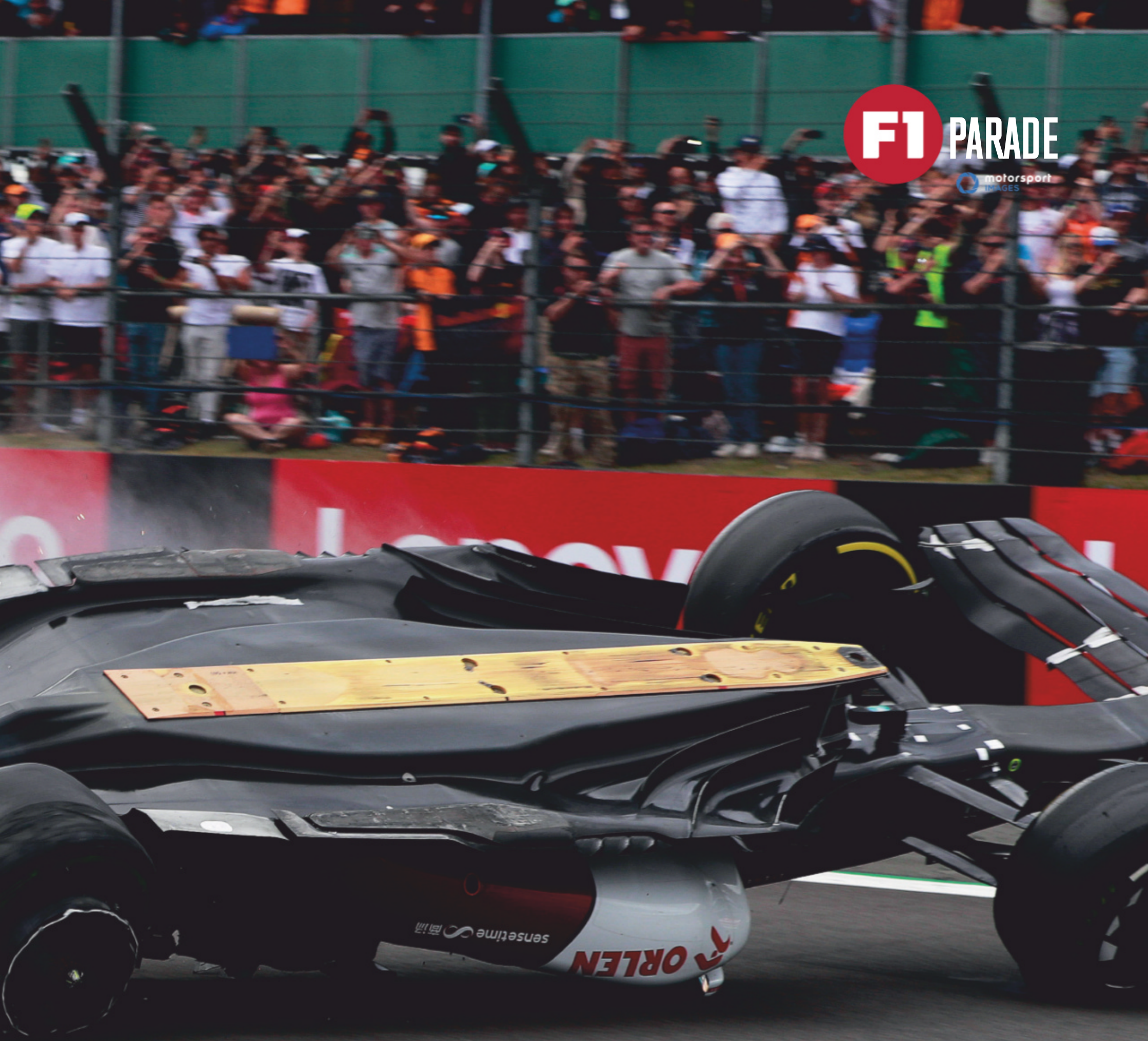
When 1:39pm, Friday
 1 July 2022

Details Canon EOS-1DX MkII
 16-35mm lens, 1/400th @ F4









Photography can be flipping dangerous

There are three factors for what you might call a 'successful' photograph of an accident: you need to be standing in the right place, have the right lens on the camera, and you have to get it in the frame. The last element is surprisingly difficult because everything happens so fast and your instinct is to duck.

Perhaps I have a poorly developed self-preservation instinct because I tend not to run away from the action. I'd shot the start from a spot at the very end of the pitlane on my zoom lens, and this is as zoomed out as it would go – in fact this is one of just three frames with both cars in it...



Photographer
Steven Tee

Where Silverstone, UK
When 3.01pm, Sunday
3 July 2022

Details Canon EOS-1DX MkII
70-200mm lens, 1/1000th @ F6.3





Visiting fans await the Max factor

The Austrian Grand Prix is one of my favourite races of the season. It may be in one of Formula 1's more remote locations but the upside is plenty of fresh air and the fantastic scenery of the Styrian foothills.

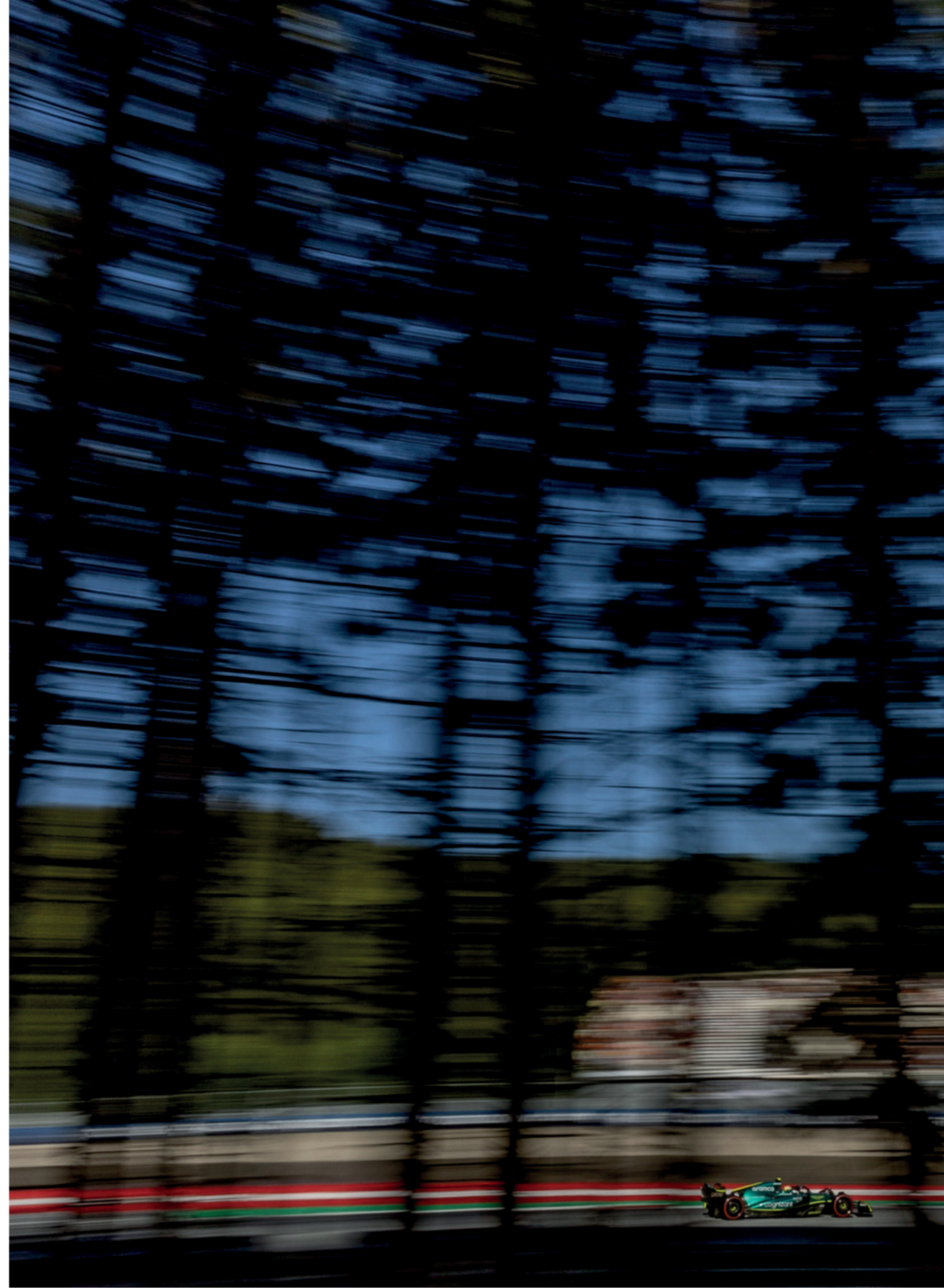
So you're not short of wonderful backdrops if you want to capture the atmosphere, especially when Max Verstappen is somewhere on track and his visiting fans (very much in the majority here) respond by dipping in to their seemingly bottomless reservoir of flares. This is the formation lap of the race and the smoke is in full flow. It co-ordinates nicely with the McLaren that's just passing through the frame, but the driver knows it's not for him...



Photographer
Andy Hone

Where Spielberg, Austria
When 3:01pm, Sunday
10 July 2022

Details Canon EOS-1DX MkIII
70-200mm lens, 1/1600th @ F5.6



A little green car in a big green wood

The Red Bull Ring is a wonderful place to shoot Formula 1, with plenty of places where there's no catch fencing between your camera lens and the cars. In this spot there's no real need for a fence because it's on the inside of the circuit with no spectator areas nearby.

It's a popular place – between the last two corners – and different photographers take varying approaches to the 'between the trees' shot as it's (unimaginatively) known. I prefer a wider angle and a slower shutter speed, which conveys a powerful sensation of the sheer speed the drivers are reaching through here. You also get nice texture to the sky.



Photographer
Glenn Dunbar

Where Spielberg, Austria

When 5:01pm, Friday
8 July 2022

Details Canon EOS-R3
14-35mm lens, 1/15th @ F20

WHY THE FIA'S NEW RACE CONTROL REGIME IS FALLING SHORT

01 Following last year's Abu Dhabi GP controversy, where a series of questionable decisions by race director Michael Masi directly affected the outcome of the title fight, the FIA announced sweeping changes. Masi was relieved of his duties, and his position was handed over to Niels Wittich and Eduardo Freitas, who now alternate in the role of race director. New FIA president Mohammed Ben Sulayem also announced (alongside other measures) the creation of a virtual race control room, which he described as an analogue of football's video assistant referee (VAR).

Six months into the championship, it's clear that the new measures haven't delivered the anticipated improvements. If anything, there are even more disputes between race direction and the drivers about fairness and consistency.

The new race control regime and the drivers didn't get off on the right foot, owing to the FIA's renewed push to ensure compliance with existing regulations concerning the wearing of fireproof underwear and the removal of jewellery. This was seen as pedantic at best and, at worst, a needlessly inconsequential distraction when there were bigger topics to address. Even though the question of jewellery thankfully no longer generates headlines, there are more questions being asked.

The main ones relate to the policing of on-track battles and track-limits violations. At Silverstone, the referees effectively permitted Lewis Hamilton, Sergio Pérez and Charles Leclerc to go off-track while battling for position, but just a week later in Austria they took a zero-tolerance approach to any contact or straying over track limits.

"We've talked about 'letting them race' after Silverstone and then we can't race in Austria," said Alex Albon. "It's a moving goalpost for us. We don't really know what we can and can't do. It's tricky, because I do feel that obviously the FIA are learning what they want to be doing with the driving and until they find it, there is a bit of inconsistency."

"I'm sure we'll have a chat again in the drivers' briefing next race and the goalposts will move again."

In addition to the penalties for collisions, four drivers received five-second penalties for not respecting the track limits. During the Austrian Grand Prix the officials recorded a total of 43 separate track-limits breaches, and handed time penalties to Sebastian Vettel, Pierre Gasly, Lando Norris and Zhou Guanyu – for exceeding the three permitted violations.

Many drivers regarded such an approach as "a joke".

"It's easy to say from the outside, 'Yeah, but you just have to stay within the white lines,'" said Max Verstappen. "It sounds very easy, but it's not, because when you go that quick through a corner and some of them are a bit blind, you have a bit more understeer, tyres are wearing, and it's easy to go over the line."

Lando Norris agreed: "I had one in Turn 1 and I just locked up the front tyre, I hit the sausage [kerb], I've lost like a second up the hill – and then I just get [hit with a] track limits [violation] for that."

There was also a post-qualifying imbroglio when the stewards failed to spot a track-limits violation by Sergio Pérez on his final flying lap in Q2 until after the session had finished. The Mexican was allowed to take part in Q3, but after the

PICTURES: GLENN DUNBAR, SAM BLOXHAM



Race directors Freitas (above, left) and Wittich (above, right) are under fire for inconsistencies over track limits (left) and tolerance when battling for position (below)

session all his lap times were deleted.

So far there is no indication that the well-publicised virtual race control room has offered any improvements. The practice of rotating race directors has, in the view of many, simply created greater potential for inconsistency and confusion.

"I do agree that we need to stick to one race director," said George Russell, who is a director of the Grand Prix Drivers' Association (GPDA). "We need to have a bit more consistency with the stewarding. We come to the following event and often the steward in the previous event is not there. So there's no accountability, no explanations of decisions.

"We ask questions, and it's difficult to get a straightforward answer because almost a bit of blame is being put onto somebody else who isn't there.

"So it is tricky. Everybody's got their own interpretations."

Perhaps the most striking manifestation of the drivers' frustrations was Vettel's decision to leave the drivers' briefing at Spielberg before it concluded. He was reportedly tired of the discussion centring around minor issues and walked out, for which he received a suspended €25,000 fine. The FIA said his act constituted him failing to live up to the standard of being a role model to other drivers in motorsport.

The drivers' criticism has even prompted a wave of jocular comments on social media featuring calls to "bring Masi back". But the ousted race director is definitely not returning. In July it was announced that Michael had finally left the FIA and moved back to his homeland Australia "to be closer to his family and take on new challenges".

**THERE IS NO INDICATION THAT THE
VIRTUAL RACE CONTROL ROOM HAS
OFFERED ANY IMPROVEMENTS**



F1 'AGREES' COST CAP INCREASE

02

After months of discussions and no little argument, Formula 1 has agreed to raise the budget cap for this year: the teams will be allowed to spend about \$4.3 million more than initially permitted. The given reason for this is the unprecedented spike in freight costs and utility bills following the outbreak of hostilities in Ukraine.

Talks about a possible cost cap increase began in the spring, when it became apparent that a number of teams – first and foremost the leading ones – wouldn't be able to meet the limit originally set by the rules. Ferrari boss Mattia Binotto insisted at the end of May there was “no chance” his team would remain within the allowed range, and similar comments were made by his colleagues from the Red Bull and McLaren outfits, Christian Horner and Andreas Seidl.

The subsequent push to move the budget ceiling initially faced resistance from three teams: Alfa Romeo, Haas and Alpine. It seemed that a compromise may not be found – hence the paddock began to talk about a scenario in which a group of teams would be willing to commit a deliberate violation of the rules by overspending. If this were to eventuate, then Formula 1 risked a scenario in which a financial structure many had hailed as the category's salvation collapsed into disfunction and scandal before the end of its second season in existence.

However, a compromise was eventually reached. In mid-July the FIA issued a statement about the cost cap, saying: “Following consultation with the Financial Advisory Committee over recent weeks, the FIA brought a proposal to the Commission that was approved by the

Alpine team principal Otmar Szafnauer has grudgingly accepted the cost cap increase which he didn't think should have happened

required majority with support from the FIA, Formula 1 and nine of the teams.

“The proposal recognises the unexpected increase of costs incurred by teams in 2022 thereby permitting indexation at a limited rate of 3.1% (which takes into account the original 3% inflation threshold already set out in the regulations) and permitting compounding of this rate as from 2023. This will preserve the long-term integrity of the financial regulations.”

Alpine was reportedly the sole team not to vote in favour of the proposal. “It should have stayed the same,” the team's boss Otmar Szafnauer told *GP Racing's* sister publication *motorsport.com*. “I'm obliged to accept it because of the governance. Eight teams voted, and then it goes through. And now, that's the new rule, and we've got to follow it.”

Yet even the loudest critic of the amendments, Alfa Romeo's Frédéric Vasseur, eventually agreed that raising the limit was necessary – especially since an increase of 3.1% will still force the big teams to use their money cautiously. Many of them have had to reduce their planned upgrades.

“Is it enough? Not compared to inflation,” said Red Bull's Christian Horner. “It's not enough for us, and it's too much for the little ones. So it's a compromise, and a consensus was found in the end.”

The final amount teams are allowed to spend in 2022 will total about \$145.5m. In addition, next year's limit will be increased by the same amount of \$4.3m. ►



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A YEAR ON FROM HIS MONZA WIN, WHAT DOES DANIEL RICCIARDO NEED TO DO TO STAY IN F1?

- > Otmar Szafnauer on life at Alpine
- > How F1's 18-inch wheels have affected pitstops
- > The first part of our history of Tyrrell
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HERTA'S McLAREN TEST ADDS TO PRESSURE ON RICCIARDO

03 **IndyCar driver Colton Herta** spent two days testing last year's McLaren at the Portimão circuit in July – triggering fresh speculation about the possibility of the team parting ways with incumbent driver Daniel Ricciardo.

Herta's test was intended to prepare him for a possible outing in a Friday practice session during the remainder of this season. The 22-year-old American is one of the drivers McLaren is considering as a potential candidate to drive its current car during a grand prix weekend. Recently introduced rules state each team must run a young driver in one of their cars in at least two practice sessions over the season.

Yet many saw Herta's test as McLaren taking the opportunity to gauge potential successors to Riccardo. The Australian is facing renewed struggles after seemingly finding his feet at the team last year, scoring just 17 points to team-mate Lando Norris's 64 going into the French GP.

Daniel's sub-par results sparked a slew of rumours about his possible replacement back in spring. The words of McLaren's CEO Zak Brown, who told the press about prescribed "mechanisms" in Ricciardo's contract for an early termination, served as an extra catalyst. The contract itself is valid until the end of 2023, and although Daniel insisted he intends to see the end of it, it didn't take the media long to create a list with about half a dozen potential replacements.

In addition to Herta this list features the name of Ricciardo's compatriot Oscar Piastri, whose managers are understood to have suspended talks with Williams in order to circle around McLaren. Current Williams driver Alex Albon also warranted a mention, as did Sebastian Vettel, with whom McLaren boss Andreas Seidl crossed paths during his time at BMW.

The rumours grew so much that Riccardo even released a statement on social media, once again stressing that he wants to stay with McLaren.

"There have been a lot of rumours around my future in Formula 1, but I want you to hear it from me," he wrote. "I am committed to McLaren until the end of next year and am not walking away from the sport. Appreciate it hasn't always been easy, but who wants it easy! I'm working my ass off with the team to make improvements and get the car right and back to the front where it belongs. I still want this more than ever."

"THERE HAVE BEEN A LOT OF RUMOURS AROUND MY FUTURE IN F1, BUT I WANT YOU TO HEAR IT FROM ME. I AM COMMITTED TO McLAREN UNTIL THE END OF NEXT YEAR"

DANIEL RICCIARDO



Herta's Portimão test (below) increased speculation surrounding the future of Ricciardo (above)



F1 MASTERMIND

Your chosen specialised subject: the world's greatest motorsport

- Q1** Who holds the record for the most number of fastest laps at the British GP?
- Q2** Four drivers won a European GP at the Valencia street circuit. Who are they?
- Q3** The final Malaysian Grand Prix was held in 2017. Which current driver won the race?
- Q4** BAR raced in F1 from 1999 to 2005, before it officially became Honda in 2006. How many podiums did BAR achieve: 11, 13 or 15?
- Q5** At which two circuits did Alex Albon claim his two podiums for Red Bull in 2020?
- Q6** Who am I? I started 79 GPs from 1980 to 1991 for Spirit, Tyrrell, Toleman, Ferrari, McLaren, Ligier, Onyx and Footwork, finishing second four times.
- Q7** True or false: Alain Prost led more laps in his F1 career than Ayrton Senna?
- Q8** Jean-Pierre Jarier took three pole positions in his F1 career for which two teams?
- Q9** Mick Schumacher is the 22nd German to score world championship points. Who was the first: Hermann Lang, Hans Hermann or Karl Kling?
- Q10** Who was Jenson Button's team-mate in his final Formula 1 race?



- 1** Nigel Mansell **2** Felipe Massa, Rubens Barrichello, Sebastian Vettel, Fernando Alonso **3** Max Verstappen **4** 15 **5** Mugello and Sakhrir **6** Stefan Johansson **7** False, Senna led 2987 to Prost's 2684 **8** Shadow and Lotus **9** Hermann Lang **10** Stoffel Vandoorne

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PICTURES 

BOUNCING BACK FROM McLAREN REJECTION

Daniel Ricciardo isn't the only driver to have been through tough times as a member of McLaren. Two other current F1 racers each spent one year as part of the Woking empire and both nearly lost their reputations as a result. Yet they have recovered to become well-respected competitors – and one of them has bounced back not once but twice, proving that attitude and determination can work.

Some impressive performances over two years at Sauber persuaded Martin Whitmarsh, then team principal at McLaren, to sign Sergio Pérez for the 2013 season. Pérez replaced Mercedes-bound Lewis Hamilton and joined another world champion, Jenson Button. But it wasn't good timing from an engineering point of view; the MP4-28 incorporated new ideas which proved to be overly ambitious and Pérez found himself in a car even Button struggled with; for the first time since 1980 neither McLaren driver achieved a podium.

Checo did a reasonable job; he was outqualified

on 10 occasions in a 19-race season so it was almost half and half with Button over a single lap, and he scored 49 points to Button's 73. It was a decent effort, but not enough to save Pérez's job when McLaren chairman Ron Dennis staged a boardroom coup and ousted Whitmarsh. Ron turned to McLaren's doctor and driver coach Aki Hintsu to ask his opinion of the team's junior driver Kevin Magnussen.

Hintsu had seen various youngsters arriving at McLaren over the years with dreams for the future and often they were so wrapped up in the magnificence of the team that "words would stick in their throats". But as Oskari Saari elaborates in *The Core – Better Life, Better Performance*, "The Danish driver who walked into Hintsu's office was unfazed. He didn't even smile. He was nervous but not because of the size of the operation. Hintsu liked the young man's attitude and determination (and) recommended that Magnussen be accepted into McLaren's junior programme." Magnussen developed rapidly, both physically and mentally, through a three-year period and Hintsu was happy to recommend him for the top step after Kevin had wrapped up the Formula Renault 3.5 Series. "Magnussen was given a contract and Pérez the boot..."

Kevin joined at the start of a new era in F1; the beginning of hybrid technology. His season started well, as Magnussen finished a genuine third in Melbourne, which became second after Daniel Ricciardo was excluded for a fuel-flow

infringement, and Jenson inherited third. It was a stunning start to Kevin's career, yet it remains the high point so far; the rest of the season revealed a lack of front-end downforce due to the car's high nose and a difficulty in managing airflow.

Like Pérez Magnussen was outqualified 10-9 by Button, and he scored 55 points to Jenson's 126. Initially it looked like Button was retiring at the end of the season while Fernando Alonso was coming back, but suddenly Kevin received notification that he was out and McLaren was going with a line-up of two world champions.

It was a tough time for the Dane. It was too late to find a seat elsewhere and, although he had one outing as reserve for McLaren in 2015 at the season opener in Australia, Magnussen spent the rest of the season on the sidelines, watching Max Verstappen and Carlos Sainz establish themselves as the next hot prospects.

Thankfully in 2016 Kevin got another full contract. Unfortunately it was with a team only just dragging itself out of the mire: Renault had bought the suffering Lotus set-up at Enstone and this first year was simply about survival. He scored just seven points but worked well with rookie Jolyon Palmer and there was respect between them.

One year later Magnussen was developing an all-new relationship with Romain Grosjean at Haas. Fast but at times erratic, Grosjean had been with the team from the outset but Kevin soon established himself as a solid player. Feedback from insiders at the time confirmed that Magnussen didn't always have the fastest pace but his consistency and determination were extremely valuable to the team.

Magnussen stayed with Haas until the end of 2020 and then suddenly it was all gone. Formula 1 seemed to have passed him by and it was time to build a new reputation in the States. Yet at the start of this season, as a result of Russia's attack on Ukraine, Kevin received the call to come back – and created sheer delight at Haas when he qualified seventh in Bahrain and finished fifth, scoring the team's first points since October 2020. The engineering team was so happy to have him back.

In the meantime, that other former McLaren reject, Sergio Pérez, spent seven years at Force India/Racing Point. Suddenly a win at the end of 2020 helped propel him into Red Bull and the chance to win races regularly for the first time in his career. Now that Magnussen is back, perhaps he'll be able to follow a similar route as some of the veterans begin to leave the sport in the next few years. Pérez has shown that experience and continued exertion can work. Magnussen may well be able to do the same.



Magnussen has taken full advantage of his surprise return to F1 and Haas



Pérez has settled in well at Red Bull and is signed up until the end of 2023



Magnussen (right) with Pérez in 2017, the start of KMag's first stint at Haas



Pérez carried the can for an uncompetitive McLaren in 2013 and was replaced by...



... Magnussen, who started with a podium, but he too was sidelined after a year



UNDER THE HOOD

PAT SYMONDS

PICTURES  **motorsport** IMAGES

the fibres are actually white, but the next process is carbonising which takes place at very high temperature and turns the fibres into tightly bonded carbon crystals. The fibres are then graphitised at around 3,000 degrees centigrade. They are then bundled and finally spun into the specific type of yarn required.

Now carbon exists in many different forms, or what the chemists refer to as allotropes. They range from very soft graphite to extremely hard diamond, both of which are a form of carbon. The carbon in carbon fibre can be tuned to be either very strong or very stiff or, to a certain extent, both. It is this that has made it such an attractive material in applications where extreme properties are needed at a

very light weight. It was first developed for aerospace use by the Royal Aircraft Establishment in Farnborough, England, in the 1960s – but it was motorsport that demonstrated how it could be used in a variety of productionised applications.

Of course, in the 1960s and even for decades afterwards, few people were thinking about the carbon footprint of the materials they were using, but since this has become a focus research has been undertaken to find replacements for both the fibres and the resins which are also hydrocarbon based.

The basic principle of obtaining strength and stiffness by combining fibres and resins isn't new. Fibreglass used in the bodywork of some cars for many years exploits exactly the same principle as does the building of houses by a process known as daub and wattle. This has been in use since the 12th century in Europe and consists of a lattice – the wattle – made of wood and the daub which is a sticky clay-like substance used in exactly the same way that a room temperature cured resin might be used in modern materials.

So the idea of a bio-composite is not really new, but as attention has turned to using bio materials as structural composites, it has emphasised the stunning properties of carbon fibre composites. A modern bio-composite is made of natural fibres, often flax, although hemp and jute are also used. Being bio-based they are deemed sustainable although, just like first generation bio-fuels, if they use arable land for production they may be in direct competition with ►

ARE THERE ALTERNATIVES TO CARBON FIBRE?

When Formula 1 announced, in late 2019, its bold ambitions to become carbon net-zero by 2030, the focus was largely on fuels for the race cars. While only representing around 0.7% of the approximately 250,000 tons CO₂ equivalent carbon footprint of the championship, the multiplier effect of such technology is enormous.

A much larger proportion of the total footprint lies in transport of both people and equipment around the globe, and this too is high on the agenda – with F1 engaging with the aircraft industry and academia on sustainable aviation fuels (SAF).

Many people point out, however, that the cars themselves are built using a large amount of carbon fibre, and ask what effect that has on Formula 1's carbon neutral ambitions and whether alternatives are being looked at.

It's perhaps worth reminding ourselves what we mean by carbon fibre, or more accurately, carbon fibre composites. These materials consist of fibres of carbon which are generally woven into a cloth and then impregnated with a resin. In the uncured



Modern bio-composite are made from natural fibres, such as flax, and are sustainable, but their uses may be limited in F1

state the resin binds the fibres together with enough freedom to allow the cloth to be draped in a mould. Structures are normally made up of several plies of cloth and these plies may be separated by a honeycomb stabiliser to give geometric stiffness. Once cured at temperature, the resin hardens and the structure becomes a rigid component.

There are many types of carbon fibre and they may be woven in many different ways, but all fibres used in F1 are of a type known as PAN fibres. These are so called because the precursor that they are made from is a polymer called polyacrylonitrile. This is an organic material which is spun into fibres which are then chemically stabilised. At this point

A black and white photograph of a woman standing next to a vintage open-top car. The woman is wearing a light-colored, long-sleeved lace dress, a matching beret with a flower, and long dark gloves. She is holding a small white clutch bag and has her right hand raised in a gesture. The car is a classic model with a white steering wheel and a folded-down top. The background is a dense, leafy hedge.

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the growth of food. Generally, the production of natural fibres is less energy-intensive than that of synthetic fibres and their ease of biodegradability and high calorific value if incinerated leads to good end-of-life outcomes. Resins too can be bio-based and one bio-based resin which is derived from food waste has a high transition temperature making it suitable for a number of components.

So what is the greenhouse gas reduction of a natural composite to that of a carbon composite? Unfortunately, that is rather more difficult to answer than it may seem.

The mechanical properties of the natural fibres are not as good as that of carbon, and although the producers of the material have some interesting ways of mitigating this disadvantage a structural component made out of a flax-based composite will be heavier than one made in carbon. While it is claimed that the flax-based composite, weight for weight, can yield a 75% reduction in carbon footprint, this does not take into account the

difference in weight of a finished component of comparable strength or stiffness. Neither does it, in a full life cycle assessment, take into account some of the other processes and components used in production.

While this may sound negative, it is not. It's unlikely that bio-composites will be used for components requiring high strength or high stiffness – such as a monocoque or suspension

IT'S UNLIKELY THAT BIO-COMPOSITES WILL BE USED FOR COMPONENTS REQUIRING HIGH STRENGTH OR HIGH STIFFNESS

wishbone – but there are countless applications where the reduced properties will not compromise the design. I expect we will see much more of bio-composites in the future and, much as carbon fibre properties have improved over the years through continual development, so too may natural products be enhanced. This will be through process improvements, or maybe even genetic engineering of the plants from which they are derived.

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STRAIGHT TALK

MARK GALLAGHER

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WHY IT'S NOT OVER JUST YET FOR MONACO

While Formula 1 has never lost its ability to create other-worldly experiences, Monaco has a particular knack of offering up pinch-yourself moments. I've experienced a few over the years, perhaps most surprisingly when Brad Pitt shook my hand and thanked me "for everything".

I never worked out what "everything" was, but I said it was no trouble.

This year's moment came while sipping champagne on a yacht and chatting to Prince Albert. Grace Kelly's son smiled, shook hands and exchanged a few pleasantries.

It's hard for current generations to appreciate how big a superstar Grace Kelly was, never mind understand how her marriage to Prince Rainier in 1956 caused a sensation. Graham Hill, Mr Monaco himself, explained that the opportunity to gain a kiss from the new Princess was reason enough to win the race around the streets of the Principality.

The aura created by Hollywood glamour combined with European royalty continues to this day, one of the reasons Mediterranean cruise ships ensure Monte Carlo remains a stop. Throw in the

grand prix, a home race for half the grid, and a sprinkling of A-listers who nip up from the Cannes Film Festival, and its appeal remains.

This year the talk was all about the Monaco Grand Prix's future.

The on-line chit-chat was dominated by the usual debate about the lack of overtaking: a vocal minority bemoaning the continued presence of a high-speed procession masquerading as a race. Off-line, in the corridors of power at F1 and the Automobile Club of Monaco, the conversation was about rights fees, circuit advertising, race dates, local TV direction and, yes, the track layout.

The Principality is permanently building, rebuilding and tunnelling glistening structures every year. F1 cars no longer skirt the ocean at Portier. That has been reclaimed for development. F1 asking for a few metres extra to allow for a genuine overtaking place would seem to be both reasonable and achievable. Solutions will be found. There are too many enthusiastic interests to ensure that happens.

Back on the yacht, Prince Albert was in conversation with Greg Maffei, President and CEO of Liberty Media, owner of F1. Beside them Brisa Carleton, CEO of the Princess Grace Foundation, was

announcing the Grace Influential Impact Award, an annual prize which will be awarded to the F1 team which demonstrates the highest commitment to pioneering efforts in areas including diversity, inclusion, philanthropy and sustainability.

In front of a select group of team principals and team representatives Prince Albert explained Grace Influential's goal is to recognise F1 teams for the positive impact they can have on society. Meanwhile Maffei stepped forward to welcome the award as the sport strives to achieve its net zero carbon target by 2030.

Considering the contract to host a race expired the following Sunday, this felt like the opposite of a wake, more a genteel affirmation of the importance of the relationship between F1 and Monaco.

Also present was Cristiana Pace, formerly of Williams Advanced Engineering but more recently known for her roles working with the FIA's Safety and Sustainability commissions and CEO of sustainability consultancy Enovation. She is one of the prime movers behind motorsport organisations seeking to achieve environmental accreditation and develop sustainability strategies.

Considering the ambitions both F1 and Monaco have for the future, dispensing with Europe's iconic street race appears highly unlikely. There are rather more pressing matters ahead for the sport and the countries it visits.



Monaco (top) has grown over the years. Portier (above) used to be right next to the sea so solutions can be found, and will need to be if the Principality is to hold on to its race in the future

WILL THE NEXT BRITISH WORLD CHAMPION PLEASE STAND UP



He's fast, he's smart, and he's already shown he's not going to let Max Verstappen intimidate him. **George Russell** won't say it, but he's ready to take the lead at Mercedes when Lewis Hamilton moves on to a quieter life. And – whisper it – Mercedes and Lewis are starting to think so too...

WORDS LUKE SMITH

PICTURES  **motorsport
images**
AND MERCEDES

A

s reigning world champion

Max Verstappen closed in on the silver Mercedes and lined up a move early in this May's Spanish Grand Prix, the outcome seemed preordained. Throughout Verstappen's Formula 1 title campaign last season, his duels with fierce rival Lewis Hamilton would typically unfold along familiar lines: Max would make an assertive lunge of the let-me-through-or-we-crash variety and, if Lewis wasn't accommodating enough, the carbon fibre would fly.

This time it was different. Verstappen was fighting a much weaker Mercedes in Barcelona, meaning a pass was unlikely to require much heavy lifting. Still, it was a pass he *had* to make if he wanted to be in contention for the win. Max slung his car up the inside into Turn 1, edging his car further left to leave scant millimetres more than the one-car gap required. This was a manoeuvre virtually guaranteed to make most drivers – even those from the top drawer – capitulate.

But not George Russell. With just enough space to keep his car on the outside, Russell chopped across the Red Bull's nose, protecting the inside for Turn 3 and forcing *Verstappen* to back out. It rightly sparked loud claps and cheers in the Mercedes garage. This season has been an unexpected slog for a team used to leading the pack but here was a high point: Mercedes' young star had stood up to Max – and won that encounter.

It was further proof Mercedes had made the right decision in promoting Russell at the expense of Valtteri Bottas at the end of last season. Having completed his apprenticeship at Williams over the previous three years, Russell has taken full opportunity of his big break at Mercedes, dispelling any lingering doubts over his readiness – and, in the process, stamped his claim to be Britain's next world champion.

FITTING IN STRAIGHT AWAY

One key reason for Russell's surefooted start at Mercedes is that he required no introductions and very little period of adjustment, having been part of Mercedes' junior programme since 2017. While many similar schemes involve hanging around in team kit and little else, from day one Russell was embedded in all the meetings and debriefings, giving him



a deep understanding of how the team operated – and what made it such a serial winning operation.

"It seems like he has been here forever," says Mercedes F1 boss Toto Wolff. "He settled in well – this is to say the least."

Russell describes his integration into a full-time race seat at Mercedes as "pretty seamless", but operating procedures have shifted somewhat in the past months as it's become clear the W13 chassis isn't a winner yet. A team accustomed to unlocking a car's innate performance quickly has had to dig deeper than ever, to understand what's gone wrong and to develop its way out of what may be a conceptual cul-de-sac. This might have had a dispiriting effect on a driver coming in with the expectation of having a winning car straight away, but Russell has impressed the team with his willingness to join in that effort.

"Seeing it first-hand is inspiring and pushing me to go above and beyond," Russell says. "With 2,000 people between [the team's two sites at] Brackley and Brixworth, that passion for winning is immense, and the work that they are putting in at the moment, especially during a relatively tough time for the team, is inspiring." ►

His time at Williams has meant Russell has always pushed to outperform his machinery, which is helping him now at Mercedes



HOW STRUGGLES AT WILLIAMS SET RUSSELL UP TO EXCEL

During his three seasons at Williams Russell earned a reputation for outperforming his cars, and sometimes even over-reaching in his determination to score points. He was demanding, both of himself and of the team, and ambitious – competitive virtues which helped galvanise Williams as it bumped along the bottom in 2019-20, and impressed the new owners and their appointed team principal Jost Capito last season.

It would have been very easy for a less determined individual to become disillusioned or even to slack off a little and allow the car to take the blame. Instead, insiders say, he approached every race methodically with the intention of maximising the result from it, then equally methodically sifting the experience for ways to improve next time.

Those years of graft set him up well for life at Mercedes as the team faced an unexpected challenge: its answer to the new aerodynamic regulations, the radical 'zeropod' concept on the W13 car, hasn't delivered the kind of performance that had served Hamilton and Bottas so well in the five previous years. Recurring, inconsistent bouncing has forced the team to run W13 at higher than optimal ride-heights which prevent it from attaining the levels of downforce predicted in the windtunnel. ►

He might have been helped by Verstappen's faulty DRS, but Russell showed enormous grit in Barcelona







**“IF YOU’RE STANDING
ON THE TOP STEP OF
THE PODIUM, YOU’RE
GOING TO HAVE A BIT
MORE SATISFACTION.
BUT ULTIMATELY, YOU
KNOW WITHIN YOURSELF
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AT THE HIGHEST
POSITION POSSIBLE”**

It’s left Russell not only struggling to compete for poles and wins, but with deep safety concerns the FIA has since moved to address.

While you would forgive Russell for being disappointed that his long-awaited shot with a frontrunning team has only yielded a handful of podiums (at the time of writing, after the Austrian GP), he was always “quite rational” about what to expect.

“There were no guarantees that we’d have the fastest car with a big regulation change,” he says. “If you go in expecting to win every single race, you’re only going to be disappointed if you don’t. If we’re fighting for P5, then that’s P5; if you’re fighting for the win, you’re fighting for a win. But it doesn’t really matter what position you’re in. My job doesn’t really change as such.”

It’s noteworthy that Russell cites P5. Up to his retirement at Silverstone in a first-corner clash that was fault-free on his part, Russell hadn’t finished outside the top five despite Mercedes’ well-documented issues. He was the only driver to score points in every race through the same period, displaying a kind of consistency which moved TV pundits to gleefully exchange the ‘Mr ‘Saturday’ nickname they’ve trotted out time and time again in recent years with ‘Mr Sunday’.

Russell has called the streak of top-five finishes a “meaningless stat” and refuses to set any results-based benchmarks by which his first season in silver can be declared a success.

“Everything is always relative,” he says. “Right now, I can’t say I’ll be disappointed if I don’t have a victory. That’s unfair, because a victory is just totally out of sight. It truly is just focusing on ourselves, as a driver seeing how I can improve, as a team seeing how we can improve. If we continue to do that, then hopefully the bonus is some of these victories.”

As at Williams, the matter of wins being off the table does nothing to alter Russell’s approach: “Obviously if you’re standing on the top step of the podium, you’re going to have a bit more satisfaction. But ultimately, you know within yourself if you’re performing at the highest position possible.”

IS RUSSELL REALLY BEATING HAMILTON?

The natural yardstick for any racing driver is the man across the garage. As Russell was told by Wolff in the staged chat for the latest series of *Drive to Survive* (filmed many weeks after he’d already been informed of his Mercedes promotion): “The bad news is you’re driving against Lewis Hamilton.” Russell always made clear he was under no illusions about the challenge that awaited him, going to toe-to-toe with statistically the greatest driver of all time and the man who had inspired so much of his own racing dreams.

But, given Russell’s heroics with Williams and the parallels that could be drawn with Hamilton’s own shot at the big time with McLaren in 2007, when he found himself alongside an established world champion, many observers were salivating at the prospect of conflict. Mercedes’ failure to deliver a competitive enough car has had a dampening effect – battling for fifth and sixth does little to energise the tabloid press – but nevertheless a captive narrative has emerged. As the early run of races unfolded and Russell, not Hamilton, was the man racking up more points and podiums while Hamilton was the one speaking more frankly and negatively about the car’s issues, it was easy to conclude George was bettering his more experienced team-mate.

Russell finished ahead in seven consecutive races between Saudi Arabia and Azerbaijan, scoring three podiums to Hamilton’s none in that same period. It wasn’t an entirely fair reflection of their form through that period, since Safety Cars denied Hamilton better results in both Australia and Miami, as arguably did Kevin Magnussen’s lap-one biff in Spain. And yet it was enough evidence for those out of touch with paddock matters, ►

**“THINGS SEEMINGLY GO FOR YOU
OR SEEMINGLY GO AGAINST
YOU. I HAD QUITE A GOOD RUN,
THOSE FIRST EIGHT RACES
WERE PRETTY GOOD”**

perhaps with a tendency to appear on breakfast television, to noisily declare that Hamilton was beaten and should consider calling it quits.

This is not how the team reads the situation. Hamilton's greater experience meant he was the natural candidate to evaluate some of Mercedes' more radical setup experiments as it fast-tracked its efforts to understand W13's behaviour. These were necessary but not always successful in terms of extracting laptime, moving Lewis to declare after the Canadian Grand Prix: "Maybe in the second half of the season, George can do the experiments!"

1996 world champion Damon Hill hails Russell as being "so dependable and consistent" through the early part of this year, but agrees it's far too early to draw unequivocal conclusions about who is faster. "Obviously his qualifying performances have put Lewis a little in the shade," Hill says. "But I think we can put some of that down to Lewis attempting to do things that have interrupted the flow." Russell accepts it has been "a unique season" for Mercedes in how it has approached its setup work, forcing him and Hamilton to do "purposefully opposite things and come to the middle from there".

As such there have been very few occasions where the two drivers have been properly comparable, running closely on track and on the same tyres. But the Canadian Grand Prix provided some useful insight. The late Safety Car left Hamilton and Russell third and fourth with only a one-lap difference in tyre life, yet Hamilton was able to peel away at rate of half a second per lap, ultimately finishing five seconds up the road. This is not the performance of a defeated man on his way out.

"Things seemingly go for you or seemingly go against you," says Russell. "I had quite a good run, those first eight races were pretty good." He accepts Canada and Silverstone were not only "a bit more tricky" on his side of the garage, but says they proved "just how fast Lewis is".

George isn't complacent about the force he races alongside every weekend; write off Lewis Hamilton at your peril...

IT'S ALL PART OF THE PLAN FOR MERCEDES

Contrary to some of the more lunatic fringe opinions in circulation, Russell's transfer to Mercedes was never about beating Hamilton from the off – or about destabilising him in the hope of driving down his contractual demands. It was part of a long-term plan to have a suitable successor in place when Hamilton, now 37, decides to hang up his helmet.

At times last year Hamilton spoke openly about seeing no reason for Mercedes to split him up with long-serving team-mate Valtteri Bottas after five years. But now Lewis calls Russell "the right choice for the team" and takes pride in wanting to "be a little of part of helping him progress."

"I definitely see that he's got so much potential in him," Hamilton adds. ►





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“WHETHER HE’S EIGHTH OR SECOND, THE DEBRIEFING WOULDN’T CHANGE. GEORGE IS STILL VERY LOGICAL, TRYING TO FIND SOLUTIONS. THERE IS NOT TOO MUCH EMOTION IN THAT. AND THAT’S GREAT” **TOTO WOLFF**

development of his understanding of the car, being able to work with the engineers, to explain what his issues are and pick up on the small differences,” says Mercedes technical director Mike Elliott. “Not only is he quick, he’s also bright as well.”

At Williams, Russell quickly developed a reputation for being forthright in the best possible way with his feedback, and not letting any emotions, positive or negative, cloud his thinking. It’s a rationality which has carried through to life at Mercedes. “Whether George is eighth or second, the debriefing wouldn’t change,” says Wolff. “He’s still very logical, trying to find solutions. There is not too much emotion in that. And that’s great. He’s on a very great trajectory and a great level.”

It may seem premature to anoint George Russell as Britain’s next Formula 1 world champion when – with the important “at the time of writing” caveat – he has yet to win a grand prix. But we are in the hinterlands of a new era, one in which the majority of Lewis Hamilton’s on-track achievements lie behind him and the prospect of him giving way to a driver with more runway ahead of them is, if not imminent, not too very far away.

So far Russell has done everything that could be expected of someone hoping to follow Hamilton’s illustrious trajectory. He’s

The respect is mutual. Even after years of watching from the sidelines, being on the other side of the garage has enabled Russell to develop an even greater appreciation of how the seven-times champion operates. “So many people just think he turns up at the last minute and just jumps in the car and lets his talent do the talking, but that’s far from the case,” Russell says.


“Lewis works so hard. The way he works with the engineers, I’ve been very fortunate to see how he operates and the way he motivates the team, trying to get every single last millisecond out of the car. I’ve quite enjoyed just being able to watch how he does his thing.”

Observing Hamilton’s methodology hasn’t tempted Russell to change his own approach – he dismisses the idea as “a copy/paste sort of thing” – but his determination and resilience has impressed a technical team which is itself under immense pressure to find solutions quickly.

“What’s been interesting working with George is just to see the

earned the respect of his team and, as evidenced by his GPDA director role, the respect of his peers. Crucially, Russell hasn’t let the shift to Mercedes and first shot with a frontrunning team change his approach – or forced him to wilt under the additional pressure that, no matter how robust his mentality, won’t have been as intense at Williams.

Regardless of Mercedes’ current predicament, to have slotted in as if he belongs there (and so quickly matched up against a driver of Lewis Hamilton’s calibre) – is credit to all the work Russell has done to earn this opportunity – and potentially be the man to succeed Hamilton as Britain’s next world champion. Lewis certainly seems to think so, though naturally he chooses his words carefully.

“He’s in the right place for it,” says Hamilton. “I really think that, whether or not I’m here, he has all the qualities to help take this team forwards in the future and lead them to success.” 

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SECRET DOOR

My day had started unbelievably smoothly. Thanks to the informative pre-race guide I was sent, I had made a beeline for the hospitality parking gate, joined by just a handful of other cars. It felt like I had found a secret door to the circuit.

Forget nose-to-tail traffic on the entrance road to Silverstone, this is the way to do it! Pass checked, five minutes later I was parked up just a stone's throw from the track, after a gentle drive through the sun-drenched rolling countryside.

I could already feel the buzz of the action, and after being welcomed through the dedicated hospitality gate into the circuit I was immediately in amongst it. Flags, banners, the roar of the support races already underway.

But this was just the start. Moments later, with a flash of my pass, I breezed into the inner sanctum of the circuit – a zone accessible only to teams, drivers and privileged fans – and was whisked by shuttle down the other end of the circuit.

Then reality struck. Snaking up the hill, surrounded by some very special show cars, a winding Astroturf path took me to one of Silverstone's most exclusive clubs: the Fusion Lounge. Oh, yes.

EXCLUSIVE CLUB

The Fusion Lounge is accessed by just a few thousand fans across the race weekend – which considering 401,000 people were at the track over the three day event means it is a very exclusive place indeed.

Upon arrival, I was met by an extensive outdoor terrace and a representative from the organisers, MATCH Hospitality, who guided me into the reception, handed me an official programme and took me to my table to meet my fellow guests.

At one end of the marquee, a giant screen – bigger than life-sized – was showing all the early action, while at the other, a bank of eight simulators was busy with fans getting a virtual taste of F1® racing first-hand before watching the big event.

Meanwhile, halfway down, a stage was set for special guest speakers – including Eddie Jordan and Paul di Resta – who would come in to entertain us through the day, compared brilliantly by TV's Jake Humphries and Kirsty Gallagher.

FINE DINING



The first place I headed, however, was to the tables laid out all along the edge of the room. There, rows of servers were primed to dish out a daily changing menu of five-star fare from breakfast through lunch to afternoon tea.

For the morning alone, there were 22 items to choose from. This included poached eggs, smoked avocado and chilli, Cumberland sausages and even Shakshuka. Not to mention the pastries and fruit served from the central station.

Lunch offered a delicious range of cold meats and salmon with nori mayo and wasabi yogurt dips to start, followed by succulent beef rump, BBQ salmon and harissa baked eight ball squash. Plus three sensational moreish desserts.

If you had any room left – and fortunately I

did – afternoon tea delivered tasty focaccia and ciabatta sandwiches, BBQ peri peri chicken and lamb or mushroom burgers, a full-on cheese station and some traditional hand-made scones.

Meanwhile, the bar was flowing all day offering everything from premium juices to the very same Ferrari Trento sparkling wine that the drivers would be spraying on Sunday afternoon. Now that is attention to detail, right there.

SEE AND BE SEEN



The food was sensational, but the sharp end of the experience was outside. From the terrace, there was an uninterrupted view of the circuit as the cars steam into Stowe and sprint down to the final corners of Vale and Club.

This is the place to be. There was a real party vibe as the action heated up on track, with people splitting time between watching the F1® action and snapping Instagram selfies with friends and celebrity guests from football to TV.

While the experience is clearly not all about the racing, track action is at its heart and the gasps, cheers and roars were just as real here as they were on the other side of the track. Even maybe a bit louder, thanks to the open flowing bar!

The race delivered drama in abundance, with plenty of action on our section of the track. And as the sun set on another exceptional Silverstone experience, the Fusion Lounge after party was only just beginning...

MATCH Hospitality offers a range of one-day and multi-day packages for the FORMULA 1 BRITISH GRAND PRIX 2023, with prices starting at £268pp excl. VAT for Trackside, and £495pp excl. VAT for the Fusion Lounge.

“It just hits going



Find solutions to
up with a

through your spine!



save us from ending cane at 30 years old.”

Pierre Gasly, Azerbaijan Grand Prix 2022

Why are some Formula 1 teams resisting solutions to a dangerous problem that could have long-term impacts on driver health? *GP Racing* investigates why 'porpoising' has become a toxic political issue as well as a flummoxing technical one...

WORDS ALEX KALINAUCKAS

Pierre Gasly was unequivocal after the Azerbaijan Grand Prix. The AlphaTauri driver, after enduring a torrid time bouncing around Baku’s streets, called on the FIA to step in and address on safety grounds an issue which has been hotly debated since before 2022 pre-season testing.

The governing body duly responded – but then ran into unexpected turbulence of a different kind. On this issue even Gasly’s peers weren’t united, let alone their teams. Thus began an off-track political saga which will define F1’s first season back running ground-effect aerodynamics – stemming from a phenomenon that bedevilled the previous ground-effect era.

Porpoising. Teams opting to run pre-testing filming days felt it first. The rears of their new machines were bouncing so badly at the end of straights some broke floor parts and had to stop. At Barcelona testing, Ferrari sent engineers to Haas to confirm it was happening there too.

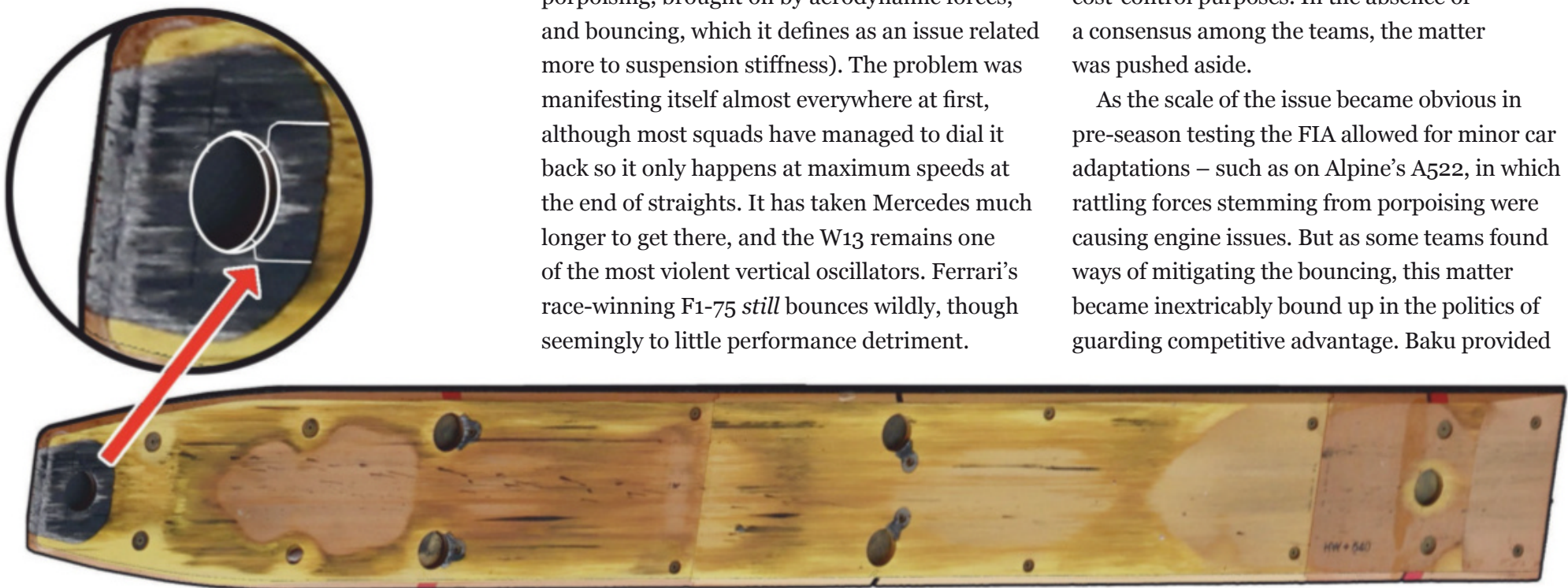
Bouncing. Hopping. Bottoming out. Take your pick of descriptors (Mercedes has even tried to draw a semantic dividing line between porpoising, brought on by aerodynamic forces, and bouncing, which it defines as an issue related more to suspension stiffness). The problem was manifesting itself almost everywhere at first, although most squads have managed to dial it back so it only happens at maximum speeds at the end of straights. It has taken Mercedes much longer to get there, and the W13 remains one of the most violent vertical oscillators. Ferrari’s race-winning F1-75 *still* bounces wildly, though seemingly to little performance detriment.

But even with straight-line porpoising eradicated or within tolerable limits, many cars are still striking the ground mid-corner. Some just do it more than others...

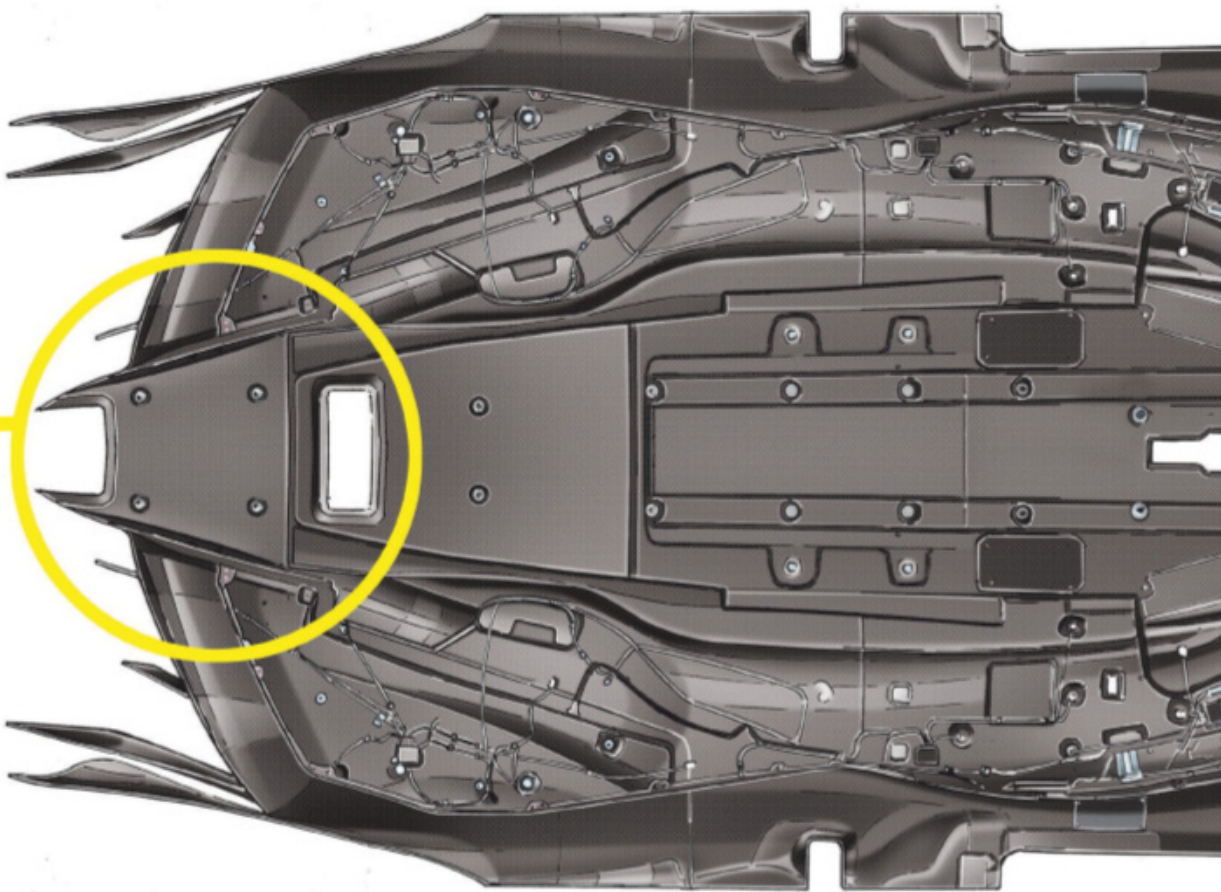
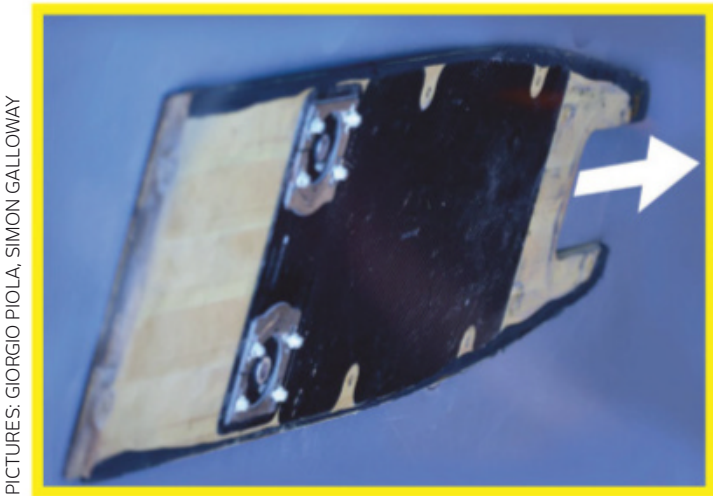
WHY THE FIA HAD TO ACT

Although porpoising had been flagged up as a potential problem when the 2022 rules were being finalised, there was little hard evidence in simulation to indicate how bad it would be. That’s believed to be because windtunnel fan speeds are capped at 50 metres per second for cost-control purposes. In the absence of a consensus among the teams, the matter was pushed aside.

As the scale of the issue became obvious in pre-season testing the FIA allowed for minor car adaptations – such as on Alpine’s A522, in which rattling forces stemming from porpoising were causing engine issues. But as some teams found ways of mitigating the bouncing, this matter became inextricably bound up in the politics of guarding competitive advantage. Baku provided



The ‘plank’ (above) guards against low ride heights but moveable skid blocks (inset, above) and multi-element planks (below) are being used to ‘game’ the FIA’s tests



the tipping point which moved the FIA to act.

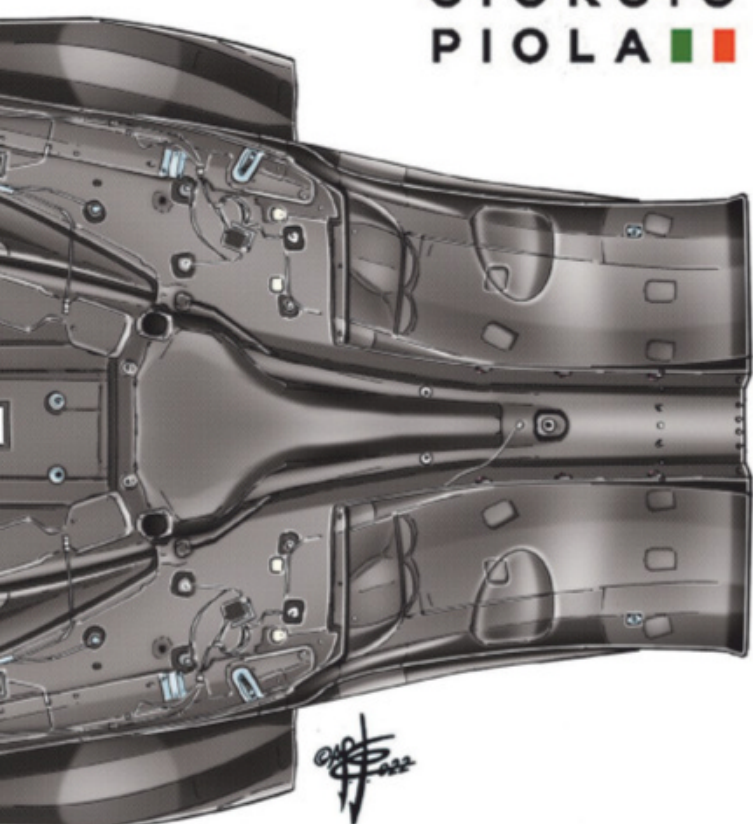
The high-speed Azerbaijan street track was the worst event for the drivers – even at teams which had quickly solved the end-of-straight issue, such as Haas and AlphaTauri. McLaren too – although Daniel Ricciardo’s bouncing, which he likened to “being professionally dribbled by [NBA player] Stephen Curry”, was later put down to a component breakage.

The track’s long top-speed zones fully compressed suspensions and that, added to the stiffer and lower ride heights ground effect cars require to be fast, as well as the 18-inch Pirellis offering less flexibility than their predecessors, meant the energy transferred to the drivers’ bodies exceeded that at other venues visited so far. At Mercedes, Lewis Hamilton estimated “you’re experiencing 10Gs on the bounce on a bump”.

“The FIA has decided to intervene following consultation with its doctors in the interests of safety of the drivers,” explained a statement from the governing body issued on the eve of the Canadian GP. In an official technical directive the FIA outlined how it would monitor the extent to which each car was bouncing, where and for how long – via the accelerometers fitted to each car, usually in the cockpit. It also allowed the teams to



The bouncing at the Azerbaijan GP was so bad that Lewis Hamilton needed help extracting himself from his car at the end of the race



fit a second metal ‘stay’ as a way of reducing the bottoming out experienced in Baku.

This was clearly not a full solution. At Silverstone the FIA released a draft update to the technical directive, allowing for the teams to provide feedback and confirming any rule changes wouldn’t come into play until the French GP. It also established the Aerodynamic Oscillation Metric (AOM) the teams will eventually have to operate within. The AOM is “a representation of the energy associated with instances of large vertical acceleration and is expressed in J/kg/100km”. There is some wriggle room – the metric can be revised to factor in track lengths, and there will be a three-event tolerance threshold of 20% – but the FIA was clear that it would disqualify cars which persistently exceeded the AOM.

Many teams continued to see this as a competitive advantage issue not a safety matter, and were strongly disinclined to agree to changes, arguing the process had been rushed. Following an F1 commission meeting at the Austrian GP the implementation of the AOM was pushed back to the Belgian GP, after the summer break.

FLEXI-FLOOR INTRIGUE: WHY SOME TEAMS ARE FIGHTING THE SOLUTION

There is an underlying reason for this sudden and seemingly illogical outbreak of virulent pushback. This is that as far back as Canada, the FIA had an additional intention – to put under-car plank and skid block wear under greater scrutiny.

To prevent teams running their cars too close to the ground, with all the safety risks that entails, the FIA mandates a wooden plank along the bottom of the car floor which it measures, along with the skid blocks, for wear at the end of the race. *GP Racing* understands that to minimise both end-of-straight porpoising and mid-corner bouncing by running more aggressive front ride heights, some teams have deployed ▶

intricate and clever structural tricks that allow a degree of flexibility in their floors. If the plank can flex away from the ground by more than the permitted 1mm it will wear less, and the flexibility of the floor will go undetected – but what about the skid blocks which enclose the areas where the plank-thickness measurements are taken? There are suggestions some teams are employing split skid blocks which have a section that moves up inside the floor when the car strikes a bump, ensuring the block's depth remains within legal limits when measured.

Mercedes team boss Toto Wolff said it was “a

shocker” that rival squads had apparently been deploying flexi-floor tricks. McLaren also welcomed the FIA's intervention. Once it comes into effect at Spa, the rule change will require teams to submit their design data so the FIA can check it along with the physical cars in scrutineering.

Ferrari fears having to make set-up changes that will cost it speed if the AOM dictates it must

But several squads – including Ferrari and Red Bull – were outraged by the timing of the pre-Montréal technical directive and have been pushing back ever since, leading to the delay in implementing the measures. Ferrari team boss Mattia Binotto went as far as saying “that TD is not applicable”. Red Bull's Christian Horner vented at it apparently being “overtly biased to sorting one team's problems out” – a glaringly obvious reference to Mercedes which followed the Austrian GP team principals' meeting, at which tempers flared while Netflix cameras rolled....

Horner remains convinced Mercedes is receiving preferential treatment, a belief which dates back to pre-season testing when Mercedes was permitted to run thin metal floor stays which weren't allowed in the original 2022 regulations. It was suggested such an arrangement wouldn't be race legal, until the FIA subsequently decided in Bahrain the stays could, well, stay. But this annoyed teams other than Red Bull: Alpine for instance, had gone to the expense of designing a stronger floor, a complex business given the challenges of hitting the minimum weight limit this year.

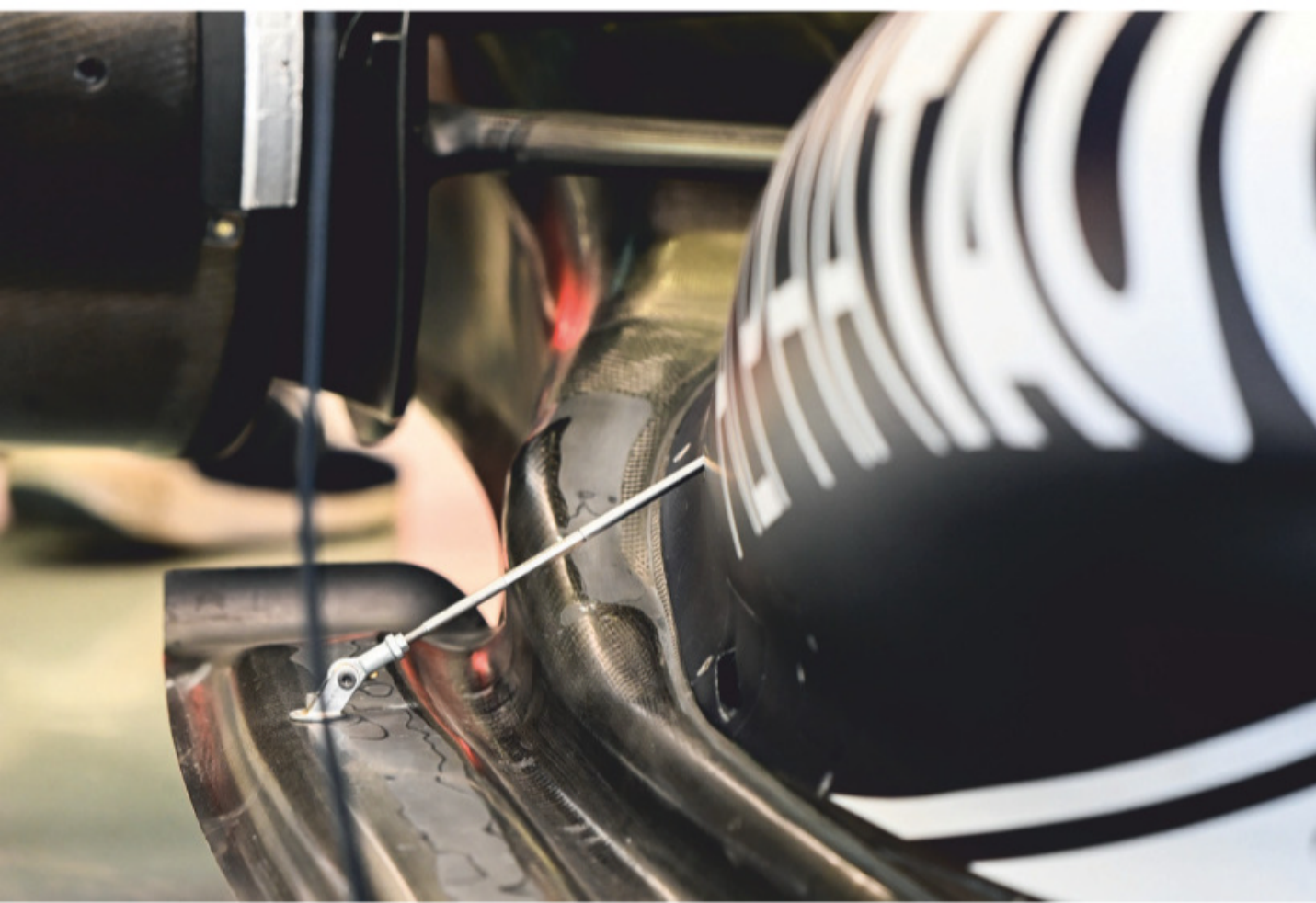
The two teams locked in battle for the 2022 championship are united in objecting to the FIA's intervention – albeit for different reasons. Mercedes, which acknowledges it has had the worst experience with the various bouncing phenomena but claims to be acting for the good of the whole grid, wants something done. The rest have generally kept more of a watching brief.

Ferrari is massively concerned the upcoming changes will impact its performance in the battle against Red Bull. Its car still bounces badly but is fast – so Ferrari fears having to make set-up changes that will cost it speed if the AOM dictates it must. Binotto also acknowledged in Austria that at his squad “there will be some changes” regarding the new flexi-floor tests, and he welcomed the additional five weeks to get ready.

Red Bull's position is that of the three teams central to this saga, its bouncing problem is the least severe and so it doesn't want to potentially have to change to address other people's problems. Max Verstappen therefore railed against the idea of mid-season rule changes in Canada. And at Silverstone, where the flexi-floor quarrel took off, Horner argued that set-ups being “dictated by FIA directives” was “a dangerous avenue to go down”.



Metal floor stays, such as these on the Ferrari (above) and AlphaTauri (below), have been allowed, despite not being legal in the original regulations





Pierre Gasly (below) was vocal about the issue in Baku but the problem, shown up by the excess sparking seen in 2022, has happened almost everywhere




IS THIS JUST A MERCEDES PROBLEM?

While the FIA acted after Baku, it's important to note Mercedes' George Russell was complaining about back and chest pain at Imola, round four. It's morally right driver health takes priority, but the whole mess raises questions. Ferrari and Red Bull have a point that if only one team is really being impacted – Mercedes itself says it would have been outside the AOM calculation in Baku – perhaps the FIA should focus on that car alone.

But this ignores the serious pain drivers across the grid have felt on the bumpiest courses. Some of these are behind us but, while Singapore is 2022's only remaining street track, other circuits such as Austin's are also very uneven.

It's all *very* F1. An apparently foreseeable problem that the teams are divided on because of their own self-interest, all of which is aimed at being eliminated with 2023 rule updates and therefore may have a short outrage shelf life. The risk is that the teams, naturally, will find ways to get around any regulation changes.

So the FIA is right to step in. But this salvation is tricky and complex and, if it was preventable before, will it be this time? Puzzling, petty, political. Some would argue the whole storm is also F1 at its most interesting. 



ANDREAS SEIDL

After a disastrous start to the season in Bahrain, McLaren quickly made it back to fourth place in the constructors' championship. But it faces a tough job holding on because inconsistency is putting it under threat from a resurgent Alpine. Team principal Andreas Seidl explains how he plans to extract more from the factory – and from Daniel Ricciardo

Andreas, how well is the team matching your pre-season expectations?

If I look at the first half of the season, on the positive side, it's good that we're again fighting for P4 in the constructors' championship. It's obviously a goal for the second half of the season to make sure we stay in this fight. We shouldn't forget we're up against very strong teams, like Alpine or even Alfa Romeo, that have all the infrastructure in place already and are operating now within the budget cap, on the same budget as us or very similar. Therefore we have to acknowledge that the competition we're in is very, very tough. At the same time, we know exactly where we are on our journey. We know what we still have to complete [over the] next years [in terms of infrastructure].

How difficult will it be to keep that P4?

What I'm not happy with is the inconsistency in terms of results. We had a difficult start because of the brake issues in Bahrain, then some strong races, like in Melbourne, Imola, including a podium, then Monaco where – after we introduced the upgrade – we were actually in a position to fight with Mercedes in qualifying. But then, on the other hand, we also had the results like in Montréal, for example, where we weren't able to fight for points.

That's clearly the target now, to see how we can improve the car in order to just be consistently the fourth-strongest team on race weekends. Because that, in the end, will be required if you want to stay in this fight for P4. Teams like Alpine are having a strong momentum at the moment. But at

the same time we've seen in Silverstone that we still have a car which can fight with them in terms of performance.

Daniel Ricciardo has just over a quarter of the points accrued by Lando Norris. Why is he struggling so much?

As Daniel says himself, it's simply the challenge of not feeling fully comfortable in the car, especially when it comes to qualifying, where you have to push the car to the absolute limit. On Daniel's side he's looking together with the team at what he can do differently in order to find these last percentages. But at the same time, it's also a task for the team to keep working with Daniel, seeing what we can do on the car side, in terms of setup adjustments, or adjustment of characteristics of the car. The most important thing is to stay calm, to keep working together, with full commitment. Because, you know, if you want to fight for this P4 we need two cars always fighting for good points.

Why is the car's performance so inconsistent from track to track, compared with your direct competitors?

It's always difficult to say, because we only know

our car, we don't know about the characteristics of other cars. I guess overall you can see throughout the midfield, which is so tight right now, that depending on the track layout you can be P4 in the pecking order at some circuits, but if you miss two or three tenths then suddenly you're seventh-best team. We've seen in Baku and Montréal that on these tracks with long straights and bumpy surfaces, we struggle more.

It seems like we're struggling to put the car in the sweet spot, and that pushes us back. Then on the other hand, you have races like at Silverstone, on smoother tracks with high-speed sections, where we're more competitive. As I said before, that's obviously the challenge for the second half of the season, to see what we can do in order to be more consistent.

What excites you the most about the future?

Being part of a team that's continuously making steps forward, and the goal of bringing this team back up the order in Formula 1. It's great to know that with the full support we have from our shareholders and from Zak [Brown, McLaren's CEO], that all the investments that are required to be on a level playing field with the best in this sport are happening.

I guess all we need now – is to keep being ambitious, but at the same time be patient until all this infrastructure is up and running, until we have more time also as a team to grow together and learn. We're still a young team after the reset we did. I'm absolutely confident we have everything in place in terms of talents, in terms of culture, in terms of drivers as well, for making this final step in a couple of years.

**WE ARE STILL A YOUNG TEAM
AFTER THE RESET WE DID. I'M
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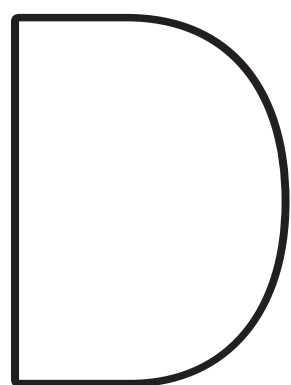
THE LONG INTERVIEW

Winner of 13 grands prix including Monaco and survivor of a life-changing plane crash, **David Coulthard** could be forgiven for having eased into a quiet retirement – but in fact he's busier than ever, running an award-winning media company and championing diversity in motor racing. Not bad for someone who, by his own admission, wasn't quite the fastest driver of his generation...

WORDS MARK GALLAGHER
PORTRAITS ALISTER THORPE

THIS IS
DAVID
COULTHARD





David Coulthard strides into London's Montcalm Hotel looking as sharp as ever. Black jacket, shirt and jeans capped by an increasingly silvery head of hair, unconsciously the colour palette of West McLaren Mercedes, the team for which he scored 12 of his 13 grands prix career wins.

As is always the case when on duty, the smile is ever-present. He shows genuine interest in everyone around him, remembers

people's names, shakes hands firmly and, unlike many a driver, doesn't glance at his watch every few minutes. Attending yet another corporate event, he seems happy to be there.

DC is as busy as ever. He may be known to many as a former grand prix driver but DC's focus is on the present rather than the past: he's president of the BRDC, non-executive chairman of W Series, co-commentator on Channel 4's F1 coverage in the UK as well as a brand ambassador for Red Bull and seven other well-known companies. One of those is AMG Mercedes which says much about his ability to sustain harmony and balance in his business relationships.

One of his companies, Whisper Films, is among Europe's fastest-growing media production organisations, now employing 200 full time staff. Another, Velocity Experiences, works with a range of clients across the motorsport industry.

With the British Grand Prix just a few days away he

Coulthard shoots the breeze with the author ahead of the photographs and interview

has plenty on his mind. In three days' time he will stand alongside Czech entrepreneur Karel Komárek at Silverstone and announce the 'More Than Equal' initiative which, in partnership with Hints Performance, aims to develop a female F1 driver, creating a pathway for their development.

GP Racing: You are possibly one of the busiest ex-Formula 1 drivers around. What drives that when presumably you could be lying on a beach?

DC: I think it must come from the environment in which I was brought up. My parents worked together to build the family [transport] business. It wasn't a job, it wasn't a case of "I'm off to work and I'll come back again at five thirty." They continued to build that business at which point they handed it over to my brother who now has three children working in the company, and I got my career. So I think it's just this makes sense to me; this is what I've always done.

GPR: What were the other influences from your family and your upbringing?

DC: I grew up in a family where my mum was the eldest of eight, my godfather is from Mauritius, and my mum's youngest sister has learning disabilities. All our fundraising events as kids were for those with similar disabilities. So we were always surrounded by people that were overcoming adversity, dealing with race or some form of disability. My godparents have always fostered children. I would go and stay with them, be surrounded by kids from all kinds of different backgrounds, some from an abusive background, others with learning difficulties. It means I come from a background of acceptance and openness.

GPR: Your sister Lynsay passed away suddenly in 2013. How did that family tragedy affect you? I note she still features on your Twitter profile.

DC: I got comments early on about "who's in the ugly picture?" with our tongues out. Lynsay was very talented, we raced karts together and I honestly believe she was quicker than me and, had she been given the opportunity, could have gone further. As it happened the family's focus shifted towards me and I went on to do what I did...

GP Racing: So to what extent was losing her a trigger for the David Coulthard we see today?

DC: I've said this a few times about W Series – I really want to support women in motorsport. And of course, quite clearly, I'm not a woman. So therefore there's less in it for me than womankind. I do it for reasons that absolutely cannot be questioned in terms of the memory of my sister, what she did,





and what I lived through and what I think she missed out on.

GPR: Was that your major life-changing moment?

DC: Prior to Lynsay passing the step change for me in figuring out a bit more what this life is, was the plane crash at [age] 30. Two people lost their lives – the pilots – and they were not only pilots but sons, husbands, fathers. The fact that I survived and was able to walk out along with my girlfriend and trainer made me reflect that, in some ways, they lost their lives saving our lives – all of us could have been killed. That happened in 2000, the Tuesday before the Spanish GP, and I had to make a decision. It was a shocking event. I had to work out whether I wanted to fly again, whether I wanted to race. Also, that this isn't a game, this is life. You've already made decisions that have affected your life but it could have been over at 30.

Realising that I sat so close to death had an effect. Some people may find that surprising given that I am a racing driver and that my F1 racing career started following the death of my Williams team-mate Ayrton Senna on the same weekend that Roland Ratzenberger was lost.

GPR: How did your Formula 1 experiences come to shape your subsequent career?

DC: I went to [producer] Mark Wilkin after the first broadcast I did for the BBC and asked "When are we going to have a debrief?" He said he would speak to everyone individually. I was deflated because the debrief is the lifeblood of improvement. You can't improve in the moment because it's live, so you can't say, "Stop! Reset, let's do that again."

I had a conversation with [then BBC anchor] Jake Humphrey who said, "Yeah, television's a bit like that." Sunil Patel was someone we got to know, he worked for the BBC, and a conversation started to build. I remember about a year later having a conversation at the Australian Grand Prix: "We're going to go and produce Formula 1." It seemed slightly pipe dreamy but my vision is that anything's possible if you put your mind to it. Seven years later we won the Channel 4 contract for F1.

GPR: You are proud of Whisper's record in terms of diversity and inclusion, including the number of disabled people who hold roles. How was that developed?

David with sister Lynsay and father Duncan in the Red Bull garage at the 2005 British GP. DC reckons his sister was just as talented as he was



I HAD TO WORK OUT WHETHER I WANTED TO FLY AGAIN, WHETHER I WANTED TO RACE. ALSO, THAT THIS ISN'T A GAME, THIS IS LIFE

DC: That came as a result of the three of us – me, Jake and Sunil – coming together believing that television could be done better, running the business like a sports team. We have mainly female employees, a very diverse group of individuals who work for us and a high number of disabled people within the organisation.

That approach comes from my partners, Sunil of Indian heritage, Jake who has particularly strong values and me who



respects everybody's desire and needs. Also my own family experience concerning disability and inclusivity.

GPR: Your F1 career spanned 15 seasons, including those 13 wins and 62 podium finishes, yet you are renowned for understating your achievements. Why is that?

DC: When I was in karting I kept a notebook. I used to give myself a mark out of 10 and I never gave myself 10 out of 10 even when I won a British Championship round. I won all three heats, including the one where you have to start from the back, and the final. I was so in form at that particular time, and even then I didn't give myself 10 out of 10 because there was something I felt I could do better. It's just the way that we were brought up.

GPR: So you were quite hard on yourself?

DC: No, it just means there is always room for improvement. I can't ever imagine thinking "I'm the best" because even if you are a world champion several times over and you've pointed it [the car] in the right direction, you can't do it without winning engineers and winning mechanics. One of the great things about this sport is that when a driver thanks a team, that's genuine and sincere. The driver is the icing on the cake. My icing was that I didn't quite have that last little element of speed.

GPR: Yet you spent nine seasons with McLaren, so you must have done something right?

DC: The reason why I stayed for the length of period I did was not because I was the best driver, but because I did try my best. I always turned up. Ron Dennis, one of the most difficult guys to please, didn't keep me there and pay me millions out of charity. He did it because I was a kind of backbone to which they could add speed – you could add a Mika [Häkkinen], you could add a Kimi [Räikkönen], they tried it with [Juan Pablo] Montoya but it didn't work out.

Sarah Moore (left) and Esmee Hawkey with Coulthard in 2019, launching the women-only W Series

Coulthard's F1 career spanned a number of eras. Here he battles with Nigel Mansell (right) at Imola in 1995

GPR: You've told me in the past that to compete against Mika you made sure you were fitter and also more prepared to work with the team's sponsors. How did that strategy emerge?

DC: I think that's part of being a student of whatever it is you are studying. You need to know the environment that you would like to own. You need to know how you go about acquiring that space. It's like any business, isn't it? If you rush in without knowing what you are doing you're probably going to get burned. I think that's why I have ended up doing so much that revolves around me because I know who I am dealing with! I know what I am capable of and what I am committed to doing.

GPR: Your career in Formula 1 spans eras. You were test driver and team-mate to Alain Prost, Ayrton Senna and Nigel Mansell at Williams. How do you reflect on those times and talents?

DC: I think the Mansell era was definitely a transitional time for the sport. Those guys were the cream of the crop at that time. Michael [Schumacher] was probably the transitional driver that took the physical aspect further. There are images of Ayrton training but somehow in my mind Michael took it to another level. If you look at Mika or Kimi, from first-hand experience I don't believe they were the athletes that Michael was. I certainly think that I was fitter and more committed to my personal training.

GPR: So the Mansells, Prosts and Sennas were talented but times were different in terms of the physical athleticism? What else has changed?

DC: Incredibly talented. Look, it's never going to be proven, but if you took Fangio, Senna and Hamilton in peak condition at the same age, given the same training background, they would all be as quick as each other.

I think the modern era is full of talented, committed, spatially aware, media-aware, fan-aware, socially aware drivers. Some tend to be more engaged on the social media platforms, but what tends to happen over time is that you ►





CV

Age 51

Born Twynholm, Scotland

2019-2022 President of the BRDC

2019-2022 Non-executive chairman of W Series Advisory Board and co-commentator

2016-2022 Co-presenter and commentator for Channel 4's F1 coverage

2011 Becomes co-commentator for BBC's F1 coverage

2010 Awarded MBE for services to motorsport

2010-2012 DTM with Mucke Motorsport

2010 Co-founds Whisper TV media company with Jake Humphrey and Sunil Patel

2009 Joins BBC as F1 pundit

2008 16th in F1 with Red Bull

2007 10th in F1 with Red Bull

2006 13th in F1 with Red Bull

2005 12th in F1 with Red Bull

2004 10th in F1 with McLaren

2003 7th in F1 with McLaren (1 win)

2002 5th in F1 with McLaren (1 win)

2001 2nd in F1 with McLaren (2 wins, 2 poles)

2000 3rd in F1 with McLaren (3 wins, 2 poles)

1999 4th in F1 with McLaren (2 wins)

1998 3rd in F1 with McLaren (1 win)

1997 3rd in F1 with McLaren (2 wins)

1996 7th in F1 with McLaren

1995 3rd in F1 with Williams (1 win, 5 poles)

1994 8th in F1 with Williams (8 races), 9th in International F3000 with Vortex

1993 Joins Williams as test driver; 3rd in International F3000 with Pacific Racing

1992 Disqualified from GT class win with TWR at Le Mans 24 Hours

1992 9th in International F3000 with Paul Stewart Racing

1991 2nd in British F3 with Paul Stewart Racing, winner of Macau F3 GP and F3 Masters

1990 Formula Vauxhall Lotus and Opel Lotus Euroseries with Paul Stewart Racing

1990 Tests McLaren MP4/5 as part of McLaren/Autosport Young Driver prize

1989 Inaugural winner of the McLaren/Autosport Young Driver award

1989 Wins both Formula Ford 1600 Junior championships

1982-1988 Karting





see a lot of young drivers come in, bright-eyed and bushy tailed, then certain things fade because they just can't handle everything. I think that phenomenon during lockdown, where a lot of them were gaming on-line and publicly doing so, if that were to happen again in five years you won't see the same people doing it because they'll value their privacy. As you become more publicly recognised your privacy becomes an ever more important part of how you live.

GPR: You get to work and engage with today's top drivers. Max, Charles and Lewis, as just three examples, are each outstanding drivers yet quite different personalities. How do you find them?

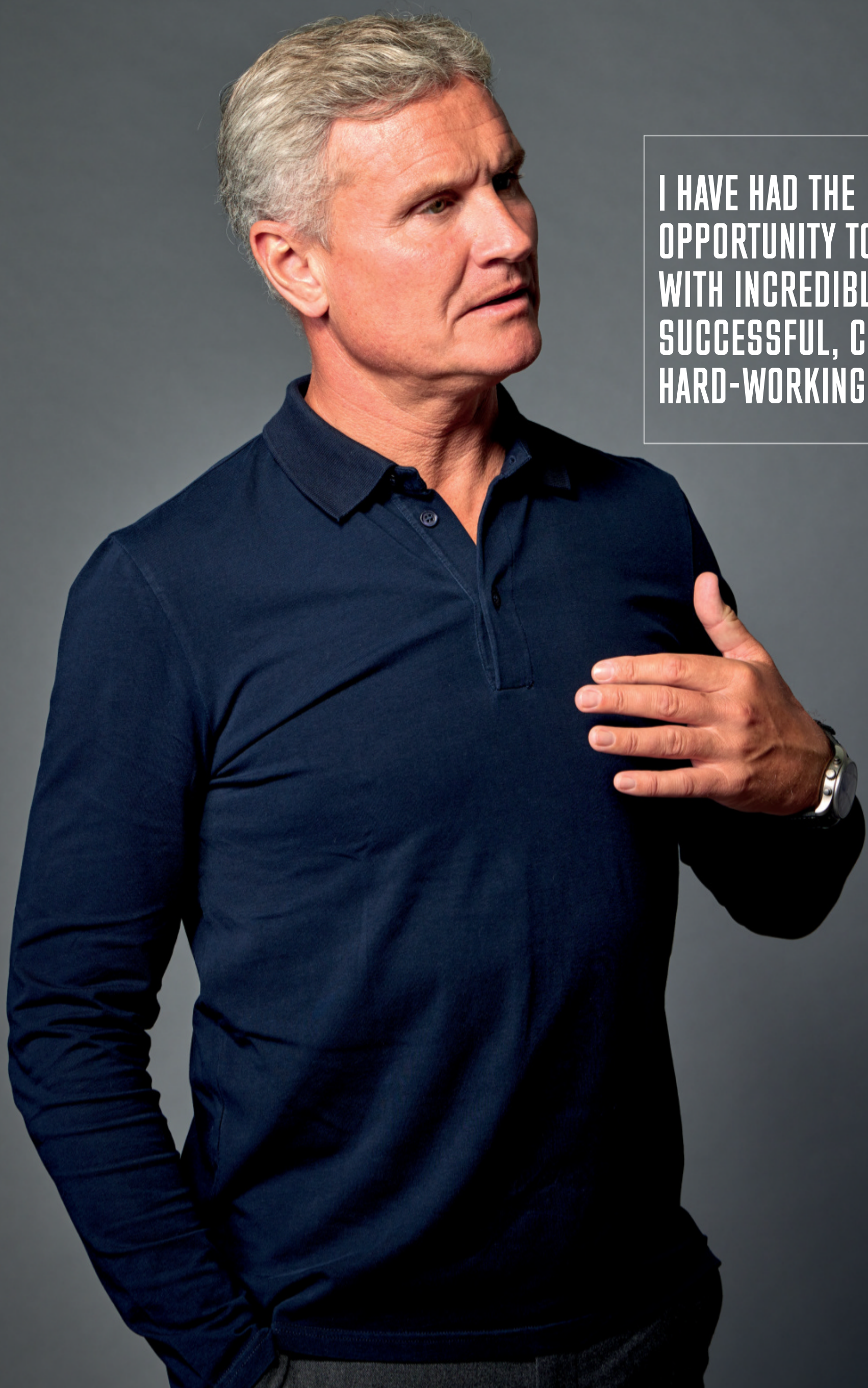
DC: I see them both at the track and also at events away from it. Charles's mother was my hairdresser in Monaco and actually I had an evening with her and Arthur, Charles's brother, in Montréal this year. Lewis is more of a disconnect from a purely social point of view because he lives a very different life to me, but I've known him and his journey up through Formula 1. Max I see socially in Monaco, along with his father Jos and his manager as they're of a similar age to me. The fact that they are all different nationalities and personalities is just part of the world I operate in, and that's completely normal. I always appreciate them giving time, not just to me, but observing them give time in a way which is not distant, aloof or arrogant. I really admire people that can be successful whilst remaining grounded.

Coulthard won 12 grands prix over nine seasons with McLaren, claiming his last in the 2003 Australian GP

AS YOU BECOME MORE PUBLICLY RECOGNISED YOUR PRIVACY BECOMES AN EVER MORE IMPORTANT PART OF HOW YOU LIVE

GPR: What about Lewis specifically, a seven-times world champion and playing a key role in the transformation of Formula 1's appeal to new audiences?

DC: Lewis has had his challenging moments in what's a very difficult environment. He has been part of a transition, a recognition that this sport is not just for white 20 or 30-year-old guys. That it's open to all. So he's been part of that and he's had all that scrutiny and grown into discovering who he is – because Lewis Hamilton the world champion is a different individual than Lewis the young karting champion growing up in Stevenage. People say you don't change but I've lived ▶



I HAVE HAD THE
OPPORTUNITY TO WORK
WITH INCREDIBLY
SUCCESSFUL, CREATIVE,
HARD-WORKING PEOPLE





through that, as a test driver being told what to do to then turning up as a race driver in Barcelona and the same people asking me if I don't mind doing something. What's changed is their perception of me – I'm no longer a test driver, I'm a grand prix driver. There's an element of "Wow, there's the driver" and I, even today, am "Oh, there's the race driver" because we like to have sports icons and sports stars. They move us in a way.

GPR: So you still get a degree of excitement, if that's the right word, when meeting another F1 driver?

DC: If I see Charles or Max I am not going to disturb them if they are walking by in the paddock, I'm not going to jump out. But if we connect I will of course say hello to them. Why is that? I am respecting what they do and understanding what the challenge is. But of course if I see a driver come into a room, everyone gets excited and there's an element of that in myself. I think that's just acknowledging that the weekend is built around the drivers. They are the stars.

GPR: You finished your F1 racing career at Red Bull and probably know Dietrich Mateschitz, Helmut Marko, Christian Horner and Adrian Newey as well as anyone. How do they sustain the team's performance year after year?

DC: I think it's top down, bottom up. Top down in that Dietrich doesn't interfere at all. He's got a voice and he can be very strong if he doesn't like something. But once he's agreed, that's what's happening. That allows Christian to get on with the day-to-day operational side. They've got a good core of hardworking people who understand their places. Look at Adrian Newey – he's a very humble individual when you consider his success.

GPR: What's the future for Red Bull? Christian and Adrian have been there since 2005, Dietrich and Helmut are in their late 70s, so is change likely?

DC: They've invested long-term, now with power units too,

and a number of people have been headhunted and then had whole departments come with them. So there's a transition, people looking for change, looking for opportunity and I think that signals a long-term commitment to Formula 1. There is no reason why that can't be led by Christian for future years and decades. Helmut will inevitably, at a certain point, not be able or willing to travel in the same way that he does, but right now the system is working and it will continue to play to the strengths of two things.

One, an absolute understanding of motor racing because motor racing is not just another high-end engineering business. Two, people respond to true leadership, which is




DC interviews Max Verstappen in 2020. He interacts with many of today's drivers away from the track as well

taking the pain when things are painful, and getting the sleeves rolled up when things are difficult.

GPR: Is Christian a good leader?

DC: I believe he is. He gets it, he's a racer. The most important judgement on the CEO or the managing director or the team principal is "Is the team performing?" By that I mean on-track performance. So that's the first criteria upon which you judge. And you've got to judge that, over the last decade, the two most successful leaders have been Toto Wolff and Christian Horner. You can start to get into subjective stuff but results matter.

GPR: You once told me that you have one big role left in you. Is that still the case?

DC: The big thing remains within motorsport. This is where my life's work has been. This is where the tears of frustration and failure and the tears of joy and happiness, and every point in between, have been formed. I have had the opportunity to work with incredibly successful, creative, hard-working people and that's a wonderful place to exist. At this point I am very much focused on managing what I have right now, but I know me, I'll come out the other side of that. I'll have stability and structure in a way that enables me to then start getting itchy feet and focusing on what's the next thing. 





YUKI TSUNODA

The AlphaTauri driver opens up about his improvement as a driver, the high-profile blunders which have punctuated his second season in Formula 1 – and why he still believes he should be outscoring his more experienced team-mate...

Yuki, how satisfied are you with the way your season has gone so far?

I would say so far it is going quite OK. I've felt good improvement compared with last season, especially the first half. I'm more consistent in qualifying, I feel more confidence driving the car and just able to show better performance, like in Imola and Barcelona.

On the other hand, there were a couple of rounds, in Canada and Silverstone, where I made mistakes. The one in Silverstone was probably the biggest mistake I had in my whole Formula 1 career so far. So I had to kind of rehabilitate, to refocus again, and get back into the rhythm I had in the first four races.

A clash with your team-mate is not what you want in Formula 1. How do you explain to yourself what happened?

First of all, it was fully my mistake. I should have waited a couple of corners, because I was faster than Pierre [Gasly], there was enough pace to overtake him. But at the same time I had a feeling I had to hurry up, because the car behind was getting closer.

The whole weekend we were struggling with the pace and we knew it was going to be really difficult to score points. So I just thought I had to nail it every time. I didn't want to get stuck behind Pierre and lose time, so I just got rushed and, yeah, tried to pass him in Turn 3, which is kind of an unusual corner to overtake.

I could easily wait until Turn 6. I straight away apologised to the team and especially Pierre.... it was completely my mistake.

What do you think about this new generation of cars? Was the change good for you or do you think you could've been performing even better had the regulations stayed the same?

It's a completely different car. I'm not so sure it's fitting me well or not, but I like it, I'm able to perform OK. I'm enjoying working with it. With last year's car it took me a lot of time to adapt. But in the end, the last three or four races went pretty good.

So I think I could still make progress with the same regulations. But I'm completely fine with this car. You know, we understand more about it now, and I think for next year we can develop a much better car

Do you feel that the team can rely more on your feedback now?

I think so. Last year I was still giving feedback, but at the same time I wasn't performing well in the cockpit. So I was focusing on my driving more. This year I'm more of a help. I would say now I can feel exactly every movement the car does in every corner, because I have confidence in it. I can feel more, so the feedback quality is

**I DEFINITELY HAVE MORE
CAPACITY WHICH ALLOWS ME TO
SPEND LESS ENERGY WHEN I'M
BEHIND THE WHEEL**

getting better and better. I don't know what the team make of my comments, but hopefully they take it more seriously than last year.

Even if my feedback won't affect the development of the car, I still think it's important, just to make sure we think in the same direction. Now our comments with Pierre after the session are all aligned. It's good for the team as well.

What is the main difference this year compared with last year?

I think I have more knowledge about the car in general. And I'll say during the whole race week I'm in more control, so I can see more things around. I definitely have more capacity which allows me to spend less energy when I'm behind the wheel, so I'm able to do more outside of the track. I think in general it's going better.

Speaking of Pierre, do you think you're now ready to match him consistently? Without that DRS failure in Baku you could still have been very close to him in the standings by mid-season.

From my perspective, yes. I would say I'm much closer to him than last year. I wouldn't say that I'm definitely better than him now. But I sense I'm not worse as well. Because if you consider everything that's happened so far this season in all the races – like what you mentioned about Baku, where I lost good points...

Pierre also lost points in Bahrain because of engine failure. But at the same time I had an engine failure in Saudi Arabia. So if we count all that I think in the points I should be in front of him, yeah.



OUT

WORDS ALEX KALINAUCKAS
PICTURES WILLIAMS RACING

NOT

BUT

DOWN

Personable, articulate and devoid of the usual racing driver airs and graces, **Nicholas Latifi** is the last Formula 1 driver you'd expect to receive death threats, but such was the toxic legacy of his part in last year's explosive season finale. And now he faces a battle to keep his place on the F1 grid...

IT'S RATHER A WILD SCENE on the terrace atop the Williams motorhome. That Nicholas Latifi amiably led *GP Racing* up here solo, without 'handlers', after greeting us in the Silverstone paddock three floors below says much about the man. The unforgivingly blustery wind sending ominous slate-grey clouds in the Canadian's direction (and threatening to upset the pot plants) says much about the current state of his Formula 1 career.

Except, of course, it doesn't – because this is Silverstone and any minute the heavy skies will give way to bright sunshine, heat ready to rapidly evaporate any lingering precipitation. And repeat. It is here that Latifi, whose 2022 season so far has been underwhelming – to put it generously – will reach Q3 for the first time in his career.

"Definitely not the way I had hoped for it to be going," he replies when *GP Racing* asks what he thinks of his campaign so far. "That's clear. The results are not what I was hoping [for]."

Latifi has never hidden away from his disappointments. While many of his contemporaries stomp off in a huff when a race has slipped through their fingers, he owns it – and will talk you through it at length, with a disarming self-awareness.

"I say a lot of words to probably say something that doesn't need so many words to say, but

that's naturally how I speak," he explains.

This isn't a world-salad PR technique he's adopted to avoid answering difficult questions in F1, it's just how he is: open. A two-minute conversation with a devastated Latifi after he'd lost a maiden Formula 2 win at Barcelona in 2017, distracted by a wing mirror falling off, ran close to 600 words on page. That's twice the average rate of the English-speaking west.

It's therefore not hard to imagine his pain at reading the horrendous barbs sent his way by the anonymous bottom-feeders of the internet since last year's season finale, in which his late crash had the unfortunate consequence of deciding the championship. These ran the gamut of hate belchings to actual death threats. Latifi was so shocked he sent out a lengthy statement calling out the trolls, and had to employ security staff. He insists, however, that he had "fully" processed those events and their toxic aftermath before embarking on his third season with Williams.

Unfortunately for Latifi, his aims for a 2022 clean slate did not start well. At the season opener he qualified last, six places behind new team-mate Alex Albon. A race of pain with terrible tyre wear followed. At the next round in Jeddah, Latifi crashed in both qualifying and the race. Then in Melbourne he and compatriot Lance Stroll collided in qualifying, for which the Aston Martin driver was penalised. ▶





In his third year in F1 Latifi finally raced on home soil (left), after COVID-19 forced two cancellations of the Canadian GP

“At the beginning of the year, [the problem was] the feeling with the car and not having that trust or confidence with it,” he says. “And of the past races, even though that’s maybe still a little bit of a factor, I don’t feel it as much. But it’s just things still aren’t clicking the way I would like.”

Latifi feels “part of it is just our car and its characteristics – the overall downforce, which we need to improve”. But Albon, out for his own fresh start in F1 after a wild and chastening two years with AlphaTauri and Red Bull followed by a season on the sidelines, has scored two points finishes. While celebrating 10th and ninth in Melbourne and Miami respectively is not what the British team had been hoping for coming into the season, given its progress since its 2018-2019 nadir, Latifi hasn’t come close matching those results. Even after starting 10th at Silverstone, Latifi slid back after losing his place in the DRS train during the pitstops and then damaging his floor running wide at Copse, ending up 12th.

The 27-year-old is struggling with the switch

to the ground-effect formula cars, which reward very adaptable and instinctive racers. This is down to the often-unpredictable results of porpoising and the new Pirellis adding additional understeer at slow speed. Latifi also struggles with the FW44’s through-corner balance apparently being off and from the 18-inch tyres giving him less in terms of feel and absorption when fresh, even if their new designs mean they can be pushed for harder and longer.

“It’s [now] more unforgiving when you get to the limit, or when you go over, compared with the previous cars,” he says.

But Latifi is adamant that certain aspects of car performance, particularly the lack of stable through-corner balance, have persisted throughout his time at the team. He also says the 2021 car’s tendency to be extremely wind-sensitive carried over to the initial 2022 concept. The team ultimately deemed this package would not suffice and so introduced a major overhaul, initially just on Albon’s Silverstone car, which

takes its cues from Red Bull’s rapid RB18.

The disappointing notes of Latifi’s season have been exacerbated by rumours about his immediate F1 future. There was speculation he would be replaced at the Silverstone round by Alpine’s superstar-in-waiting, Australian junior Oscar Piastri. Although this failed to come to pass, it suggests a certain direction of travel in the behind-the-scenes negotiations between team grandees.

“I saw those rumours, which was obviously quite funny to read,” says Latifi. “Because of obviously how false that was.”

Ditching Latifi mid-season, while not an impossible scenario given any contract can be shredded for the right price, doesn’t appear to be on Williams’ radar at the time of writing (ahead of the Austrian GP). But still, team boss Jost Capito wasn’t exactly showering Nicholas with praise when he said at Silverstone: “You can never confirm [he’ll not see out the season] but it’s not the plan. If he breaks a leg,



“At the beginning of the year, [the problem was] the feeling with the car and not having that trust or confidence with it, and of the past races, even though that’s maybe still a little bit of a factor, I don’t feel it as much. But it’s just things still aren’t clicking the way I would like”

we have to have a replacement.”


Latifi’s goal for the rest of 2022 is to “focus on what I can do” and “improve the performances”. “Then,” he concludes, “whatever happens for next year will be as a direct result of that.”

Further Silverstone-like qualifying performances will help. But Latifi’s on-going struggles with race pace and tyre management remain problematic, even if, as he insists, his car’s lack of downforce is a limiting factor. That’s a problem for his ultimate F1 future. Williams, which values Latifi’s technical feedback but feels he’s prone to overthinking his driving, openly said last year that Dorilton Capital’s investment means it no longer needs to consider drivers bringing financial backing or works-squad support – it can pick on talent alone.

By Latifi’s own admission, he’s not made the big step F1 drivers in their third season usually make if they’re going to cut it – especially if they’ve spent those years in a single squad. Of the 2019 rookie intake Lando Norris and

Russell did it last year; Albon sat out the season; and Mick Schumacher will have to demonstrate progress in 2023 (if he’s still on the grid). Latifi, so far, is on the wrong side of Formula 1’s ultimate test: the stopwatch.

In mitigation, Latifi’s 2020 debut came just as Formula 1 slashed pre-season testing by a quarter, plus he had to learn his trade at a team grappling with added financial woe thanks to the pandemic. Socially distanced on-event working practices that year designed to keep employees safe would also have made it a challenge to integrate with the team.

But Williams is an organisation with refreshed ambitions. For all that Latifi’s family has done to support the team through troubled times – not just through sponsorship, but also through loans when another major sponsor defaulted in 2020 – F1 is an unsentimental business. The best drivers can swim against the current but those who don’t quite make the grade, no matter how likeable, get swept away... 

RED 5 REUNITED

Was there ever
a more perfect
driver-car
partnership than
tough, ballsy
Nigel Mansell
and the era-
defining but scary
Williams FW14B?
30 years on
from *that* world
championship
victory, **'Our Nige'**
got behind the
wheel once more.
Crowd-pleasing?
You bet...

WORDS MAURICE HAMILTON
PICTURES JAMES MANN & WILLIAMS



The title-winning Red 5, back
in Nigel's hands for the first
time since Adelaide in 1992





TALK ABOUT A GRAND ENTRY.

It's Sunday at the Goodwood Festival of Speed. The sell-out crowd is looking for something special, particularly after Health & Safety appears to have been responsible for the Red Arrows performing over some empty field in the next county. A performance closer at hand is needed to stir the blood.

That seems likely just after 2pm as F1 cars from across the decades gather in the assembly area. Among this tasty collection, there's a Benetton-Ford B192, Ayrton Senna's Toleman-Hart TG 183B, a McLaren MP4/1, René Arnoux in the Renault RS10 and a much-anticipated run by George Russell in a Mercedes W10.

In a corner beneath the trees crouches 'Red 5', so-called because of the numeral on the nose; red being chosen to distinguish Mansell

from the white number 6 carried by Riccardo Patrese's sister car. The Williams-Renault FW14B is considered to have been one of the most sophisticated F1 cars ever built but Mansell, the first to arrive in this holding area, appears to be in no hurry to drive it.

He carries out interviews, poses for photographers, his blue Sparco driving suit with sponsor logos from 1992 instantly conjuring memories of that championship year. The marshals signal drivers to climb on board and prepare to head towards the start line. A strict timetable is necessary on a day when more than 200 entries are scheduled to tackle the hill climb.

Mansell remains standing alongside FW14B, as if savouring the moment on some distant starting grid before winning nine of the 16 grands prix from pole during that memorable season. Cars are ushered towards the exit. Red 5 stays put

with its engine silent, Nigel showing no sign of reaching for that familiar crash helmet with its distinctive red, white and blue colours.

When the sound of the last engine has died away, leaving only the distant voice of the track commentator and marshals glancing uneasily at their watches, Mansell begins his routine. Balaclava first – his favourite with the big eye-holes – then the helmet, followed by a careful step over the side and a slow submerge into a cockpit that was tight in 1992 – more so now given nature's advances on the 68-year-old driver.

Five minutes have passed since the request was made to vacate the collection area. Mansell is clearly in no hurry. The Renault V10 eventually breaks the relative hush. It's a gloriously melodic sound that quickly develops a harsh edge at the behest of the driver's right foot. Finally, we're good to go. The show is about to start. ▶





Mansell begins his routine. Balaclava first – his favourite with the big eye-holes – then the helmet, followed by a careful step over the side and a slow submerge into a cockpit that was tight in 1992



Whereas his predecessors had burbled towards the first corner in orderly fashion, Mansell's arrival is rowdy and urgent. As soon as the Williams is on track and remotely pointing in the right direction, he gives the V10 a bootful of revs and takes off in a cloud of tyre smoke and sound. The grandstand rises as one. No one can be in any doubt; Red 5 has arrived. It is classic Mansell; playing to an adoring crowd.

This moment has been a long time coming. Prior to Goodwood, Mansell last sat in this particular car in Adelaide in November 1992, the final race of the season and for FW14B. This is chassis #11, brought into service as a spare car at Monaco that year and raced for the first time three months later at Hockenheim, where Nigel started from pole and won – almost as a matter of course. Mansell would use this car for the rest of the season, stars stuck inside the cockpit by the driver's left hand indicating its pedigree. There are five red stars for pole and two winning gold stars for this car, the lion's share of victory having gone to chassis #8. The important memory on this occasion, however, is that this is the very car in which his lifetime ambition was fulfilled as he secured the world title in Hungary on 16 August 1992.

Mansell came close to winning the championship the previous year as he and the team realised they were onto something with FW14, the first Williams from the combined creative pens of technical director, Patrick Head, and Adrian Newey, recruited as design chief and head of aerodynamics. With Head focused on

a semi-automatic gearbox and traction control, Newey got on with blending the mechanical design of the Williams with its aerodynamics. Due to a tight design and build programme which limited pre-season testing, it took a while for FW14 to develop enough speed to match the McLaren-Honda MP4/6. But once on the pace, Mansell rattled off three wins mid-season and gave Ayrton Senna and McLaren a run for their money. If FW14 was considered a potential winner, its successor would be on a different level – literally – thanks to active suspension.

"I think it's fair to say I would have won the championship in 1991 if we hadn't had problems early on with the automatic gearbox," recalls Mansell. "I could see we had great potential with Adrian's design, but I had misgivings when we added the active ride for 1992. I needed to win races, but I had been there before with Williams and active ride."

Mansell is referring to a torrid experience with FW12, a car that ran with active suspension before it was abandoned halfway through 1988. The system had been so unpredictable that Nigel had brought his golf clubs to official practice in Mexico; an unsubtle hint that his time would be better spent on the tee than at the race track.

Nigel need not have had any worries about FW14B. Newey successfully chased the ambition of using active suspension to control the car's ride height, which in turn optimised the aerodynamics to produce more downforce. In simple terms, FW14B went faster, more consistently. This productive piece of development was such that FW14B was seen as a stop-gap prior to the introduction of a more refined FW15 during the season. As things turned out, FW14B's domination was so complete that it remained in service throughout 1992.

Mansell won the first five races from pole and would have claimed a sixth at Monaco had a wheel not worked loose, forcing a pitstop and second place, hard on the heels of Senna's slower – but very wide – McLaren-Honda. ▶

Mansell pilots the FW14B past Goodwood House and his adoring fans





Then came pole-to-flag victories at Magny-Cours and Silverstone. An enduring image of the latter was Mansell providing a taxi service on his slowing-down lap for Senna after the Brazilian had come to a halt at Club Corner. Senna riding on the sidepod would be symbolic in another way since this was the final time Mansell and chassis #8 would be together: Nigel made the switch to #11 for the rest of the season. The championship would be his a month later in Hungary.

It may be said that Mansell had the best car. But that's true of almost all the sport's 34 world champions. The key element in 1992 was that Nigel made the most of it – as only he could. Newey was ideally placed to appreciate that.

“The active car was perfect for Nigel,” Adrian told this author in an interview for the book *Williams*. “This was before we had power steering and, because of the amount of downforce it had, the steering loads were very high. Nigel had this tremendous upper body strength, so he could cope. Because the suspension system was quite simple and crude in some ways, the car used to move around and give all sorts of slightly funny signals to the driver. Going into the corner, if the rear started to move in a slightly Citroen 2CV-like way, Riccardo’s understandable reaction was to lift off, whereas Nigel had this total belief in himself and his ability to control the car, so he would keep his foot in it. By carrying his speed, he’d maintain downforce through the corner.”

Patrick Head was also in no doubt about Mansell’s input. “FW14B was a massive step forward for us, but it was difficult to drive,” said Head. “It was changing all the time according to the software, so it didn’t necessarily give the feedback in real time.”

“Patrick described it perfectly,” says Mansell. “To be honest, needing to have that belief in the car was unacceptable at times because you were risking your life going into a very, very fast corner, hoping and trusting that the car would support you. Back then, the tracks were still incredibly dangerous. If you weren’t quick enough to catch the car, you were going to have a massive accident.

“It was exhausting because FW14B was so different to a passive car. You could feel a passive car all the time; it didn’t do anything funny. With an active car, there were moments it was updating and doing things and you were in the wilderness while it sorted itself out. You couldn’t be ahead of it like you could with a passive car. I just trusted what Adrian and Patrick said. Blind faith, I think you call it! But it worked.”

The Goodwood hill has no fast corners calling for Mansell’s cast-iron resolve. Nonetheless, he needed to become reacquainted with a cockpit

How do you start a 30-year-old F1 race car? With difficulty...

Williams-Renault FW14B chassis #11 had spent most of the previous 30 years either sitting in the foyer of the team’s headquarters or alongside other significant examples of the winning art in Williams Heritage. It hadn’t turned a wheel in anger at any stage.

Goodwood preparations called for a rebuild as though #11 was about to go racing. Parts were removed, their numbers checked against meticulous records used for the ‘lifing’ of components. Wishbones were x-rayed, uprights crack-tested and rebuilt, radiators checked and filled, a new Williams harness fitted, along with a new ATL bag tank – but only with a 70kg capacity since a full fuel load would obviously not be required.

The only major hurdle in the rebuild process came with firing up the Renault V10. Thirty years on, the technicians responsible for it had long since departed – as had the computers required to bring the V10 to life. Fortunately this problem wasn’t new, Williams having previously called upon Cosworth Engineering to assist starting the French unit in FW14B #8 after it was sold at auction in 2019 (to Sebastian Vettel) for £2,703,000.

Using this experience, the engine in #11 fired on demand at Goodwood. But the lack of 1992-spec tech support became evident during the first official run on Thursday when Mansell reported a misfire in third gear. Without access to the data, Williams were unable to determine the precise cause. Not that it mattered: Nigel was determined to make a glorious sight and sound with whatever he was given.



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that had been his workplace throughout 1992. Given the significance of the weekend, Nigel and his crew had the hill to themselves on the Thursday evening. Word soon spread through the paddock. A sizeable crowd had gathered as driver and machine were reunited.

“I also drove a Ferrari 640 this weekend,” says Mansell. “Getting into the Ferrari was relatively easy and made me realise just how snug FW14B is. I’d forgotten how Adrian would do such a fantastic job with the aerodynamics. If he could shave half an inch off the cockpit, he would. My body had, shall we say, expanded a bit! It was really cramped in there but that only seemed to accentuate the special relationship between that car and my body.

“The memories of 1992 just came flooding back. It really was quite incredible. And not just for me. Looking around, I could see that people were getting very emotional and I admit I had a tear in my eye. When the engine started, there was an instant memory of that incredible beat of the V10. Those engines were legends; so different to what we have today.”

Given the all-clear, Mansell pulled first gear, let out the clutch and was gone in a fishtailing blaze of glory. Nigel takes pleasure in recalling: “Someone watching apparently said: ‘I thought Nigel said he was going to start slowly.’ One of my engineers told him: ‘That *was* slow for Nigel!’

“I was concerned at first. I’d forgotten how comparatively rough the hill is and how rock

hard the suspension is. I took it easy round the corners – and then gave it a go.”

Taking to the cockpit once more on Sunday, with the end of the reunion in sight, Mansell is more circumspect, taking time to pause regularly and wave to the crowd before blasting off, savouring the moment just as many of the fans are. It evokes warm memories among the older fans and creates a lasting impression among new ones on what, for many, is a family day out.

Shortly before taking to the hill, Nigel sharpened his reflexes in the Drivers’ Club by joining his grandson Jai on a game of Gran Turismo 7. Afterwards the crowd pressed against the collection area fence is three people deep. Among them is Andrew Woolnough from Kent, standing with his young son, Oliver. Andrew’s story is typical of many within the Goodwood crowd: he was born in 1974 and his first F1 hero had been Nigel Mansell. He wanted to explain to Oliver the personal significance of seeing Williams FW14B once again in all its glory.

Mansell and Red 5 did not let him down. 



What does ‘Our Nige’ make of modern Formula 1?

Retired Formula 1 drivers can be rather disparaging about those who follow in their footsteps, especially when their own era is so cherished. So it is with some trepidation that *GP Racing* broaches the subject of contemporary hybrid-powered, ground-effect-endowed Formula 1. But Nigel’s take is pleasingly nuanced.

“It’s the most incredible spectacle; a great show,” he says. “My only wish is for another six cars on the grid. It would give the people associated with small teams – drivers included – the chance to learn their trade. Do that and I think it would give F1 even more credibility than it has already. The problem is that the sport is so safe these days that the drivers are staying in it longer, which is causing a log jam for the younger guys trying to break through.

“Max [Verstappen] and Lewis [Hamilton] are fantastic; so competitive and aggressive. I thought they both did a wonderful job in 2021. I don’t want to comment on the last lap in Abu Dhabi because it had nothing to do with the drivers; it was totally out of their hands and a shame after such a fantastic season. They both did a wonderful job.

“It may sound strange, but there should be a rule that allowed them to share the crown. It sounds crazy – but why not?”



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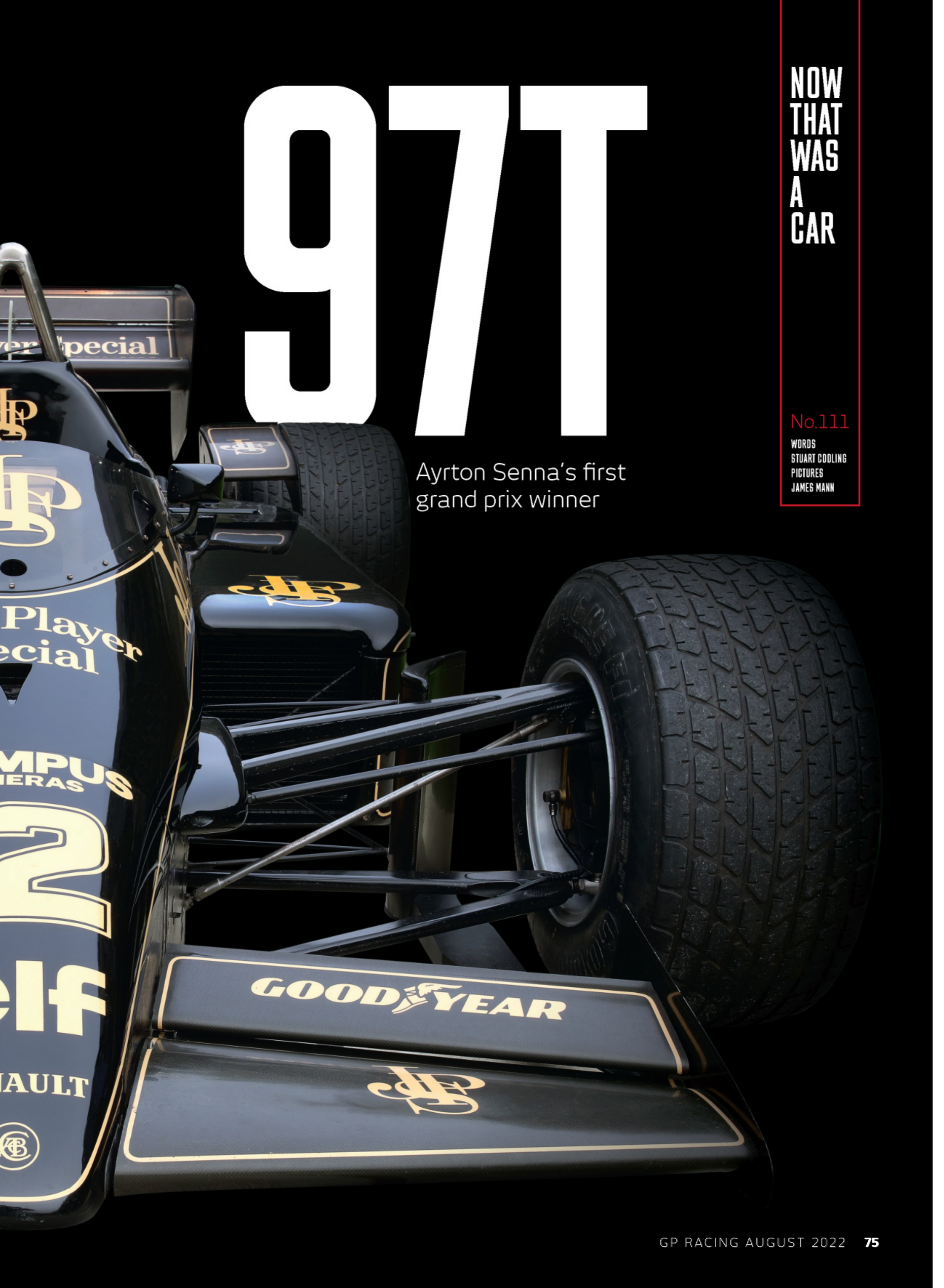
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LOTUS





97T

Ayrton Senna's first
grand prix winner

NOW
THAT
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A
CAR

No.111

WORDS
STUART COOLING
PICTURES
JAMES MANN

Colin Chapman's death in 1982 ought to have been the end of Lotus. Not just a visionary engineer in his own right, Chapman was Lotus's wheeler-dealer and a pusher, chivvier and charmer who could extract brilliance from his design team. He defined the organisation in all its magnificent but often fragile glory. Not for nothing did former Lotus sales

director Graham Arnold describe Chapman as "an incredible bloke who could do *anything* better than the next man. If he'd been in charge of the Royal Shakespeare Company, within a year he'd have produced the definitive Macbeth, the most controversial Macbeth or even the most controversially definitive Macbeth..."

Into the breach stepped Peter Warr, the long-time team manager recently returned from a spell at Wolf. The deeply practical Warr had spent many years acting as a foil to Chapman's more impetuous instincts and somehow managed to steer Team Lotus through the chaos which followed



**AERODYNAMIC TWEAKS AND
IMPROVED GOODYEAR TYRES
PROVED KEY THE FOLLOWING YEAR
AS DUCAROUGE'S TEAM EVOLVED
THE 95T INTO THE 97T**

Chapman's death. Among his most inspired hirings was ex-Matra and Ligier engineer Gérard Ducarouge, who arrived in mid-1983 after a troubled spell at Alfa Romeo's works team.

'Duca' wasn't a pencils man. Alfa driver Bruno Giacomelli says he "never saw him at a drawing board". What Ducarouge did was energise, galvanise and lead a design team which was accustomed to being directed by the hands-on Chapman. Arriving at Lotus's Hethel base and appraising the team's 1983 cars – the Cosworth-engined, actively suspended 92 and the Renault turbo-powered 93T – Ducarouge initiated a rush-redesign based on the tub and suspension of the 1982 cars. Within five weeks the 94T was ready for action at the British Grand Prix, where Elio de Angelis qualified fourth – only to be undone by a slow start, followed by one of his Renault engine's pistons making a bid for freedom. After an overnight electrical repair Nigel Mansell came through to fourth from 18th on the grid. It was the team's best result since de Angelis won the 1982 Austrian GP by a whisker.

A change to Goodyear rubber the following season proved



LOTUS 97T

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to be the wrong choice as McLaren's Michelin-shod MP4/2 proved quicker over race distances than the new 95T – and what the new TAG-Porsche engine might have been giving away to Renault in outright grunt it made up in reliability and fuel efficiency. A ban on in-race refuelling, combined with a maximum fuel tank size of 220 litres, acted as a cap on performance while punishing thirst, as when De Angelis was lucky to be classified third at San Marino when his 95T ran dry on the final lap.

Neither was Warr greatly impressed with his two drivers, believing the urbane and well-bred De Angelis to be insufficiently hungry to succeed, and Mansell just not good enough at the top level. Nigel's blunder at Monaco – putting a wheel on the white line in the wet and shunting out while leading – always rankled.

Aerodynamic tweaks and improved Goodyear tyres proved key the following year as Ducarouge's team evolved the 95T into the 97T, integrating some ideas from the stillborn 96T Indycar project. The new car featured a significant novelty in the form of bargeboards between the nose and rear wheels, and a cunning circumvention of revised rules banning lateral extensions on the rear wing. Rather than eliminating them, Lotus fitted them to the sidepods ahead of the rear wheels.

There was also a new face in the cockpit. Warr had tried to employ Formula 3 hotshot Ayrton Senna for the 1984 season and got as far as agreeing terms – a bargain \$50,000 – before title sponsor Player's nixed the deal, preferring Mansell instead. ▶

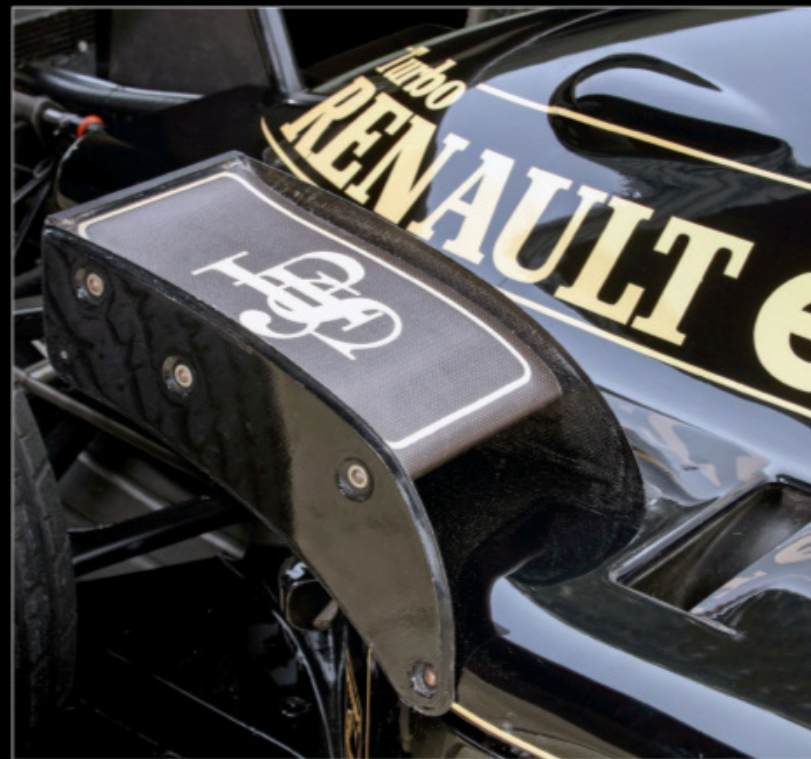






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SENNA'S PROGRESS SEEMED IMPERIOUS AS EVEN THE FINEST DRIVERS ON THE GRID STRUGGLED: EVEN SILKY-SMOOTH PROST ROTATED INTO THE BARRIER

clouds rolled in over the circuit, unleashing a torrent of rain. Within the Lotus camp this evoked disquieting memories of Monaco the previous year, when Mansell had charged off into a seemingly unassailable lead and then crashed just as they were about to signal him to slow down.

The mechanics ought to have drawn succour from Senna's performance in that race, for it was Monaco in 1984 when Ayrton properly announced himself at the top level in motor racing. But he had never driven the 97T in the wet and his car – chassis 2, pictured here – had required an engine and gearbox change after the morning warm-up. Nerves in the Lotus garage remained jangled.

As the field got away Senna launched smoothly into the lead, receiving the bonus of De Angelis leaping from fourth to second and keeping the rest of the field at bay. Not that he seemed to require the help. Senna's progress seemed imperious as even the finest drivers on the grid struggled: even silky-smooth Prost rotated into the barrier on the main straight when he ran over a puddle. By lap 20 Senna had half a minute in hand over his team-mate, and although Ayrton (and others) began gesticulating to the officials to stop the race as conditions grew worse, it was allowed to run to the two-hour cut-off – by which time Senna had lapped everyone bar Alboreto, who had overhauled De Angelis for second place. Warr led a track invasion of Lotus mechanics in a moment of unadulterated joy captured ▶

Twelve months later Warr got his way, but in the interim Senna's stellar maiden F1 season with Toleman had driven the rate card up. Now the asking price was \$585,000.

Nimbleness had been a strong suit of the previous car so the 97T retained the same core structure and pullrod-actuated suspension front and rear. This would be the last Lotus F1 car to be assembled in a hybrid fashion, with flat sheets of carbon and kevlar sandwiching an aluminium honeycomb reinforcement structure, folded, cut and bonded together like a traditional monocoque. Future Lotuses would embrace mouldings, as pioneered by McLaren.

In qualifying trim, with oversized Garrett turbochargers mated to a low-compression configuration of the 1.5-litre V6, and the wastegates capped, Renault's new EF15 engine was reckoned to be good for around 1200bhp. For races Lotus would fit higher-compression engines with smaller turbos to improve frugality and reduce power lag.

While the Renault trailed the TAG-Porsche on reliability and efficiency, Senna's focus and force of will elevated both car and team to another level. In a 2020 interview Chris Dinnage, Senna's mechanic and now team manager of Classic Team Lotus, compared his experience of Mansell and Senna thus: "Ayrton had the same raw pace... but he was only using 50% of his capacity as a human to drive the car at full speed, leaving him the other 50% to be really aware of everything that was going on around him. His concentration levels were unparalleled – I've never met anyone else like him."

Warr also noted with approval how Senna's energy and enthusiasm percolated through the entire team. Gradually marginalised, De Angelis would take his leave at the end of 1985, enabling Warr to cast the net again for a driver he deemed more determined – but that would be another story...

In the 1985 season-opening Brazilian Grand Prix at Jacarepaguá, De Angelis and Senna ran at the front in practice and qualifying, only to be demoted to the second row of the grid by last-gasp efforts from Michele Alboreto and Keke Rosberg. Race day was punishingly hot but Senna looked secure in third place until his ignition system failed.

Next time out, at Estoril, Senna nailed his first pole position – a second faster than his team-mate and 0.4s than Brazilian GP winner Alain Prost's McLaren. But come Sunday, dark

LOTUS 97T
1/6 S1107

by future *GP Racing* principal photographer Steven Tee.

“It was a hard, tactical race, corner by corner, lap by lap, because conditions were changing all the time,” recalled Senna in an interview later in his career. “The car was sliding everywhere – it was very hard to keep the car under control. Once I had all four wheels on the grass, totally out of control, but the car came back on the circuit. People later said that my win in the wet at Donington in 1993 was my greatest performance – no way! I had traction control [for that race]...”

Lotus’s first victory in its post-Chapman era infused the team with optimism. “If we can make the car finish the races,” Warr told his mechanics, “he [Senna] is going to

win the championship, simple as that.”

The process would not be as elementary as anticipated. Two weeks later, at Imola, Senna annexed pole again, tore off into an early lead, repelled a mid-race challenge from Prost, and was 10s up the road from the Stefan Johansson’s Ferrari when the Renault V6 began to draw fumes rather than fuel from the tank with four laps to go. Johansson had the benefit of an electronic fuel readout but it was giving him a bum steer, and he too stopped after enjoying a single lap in the lead. Prost short-shifted his way to victory but was subsequently disqualified when his McLaren was found to be 2kg underweight. De Angelis gratefully inherited the win






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LOTUS 97T

having finished 38s adrift of Prost, only seeing the finishing line because his car's engine had long since turned the turbo boost down by itself.

Senna would claim five more pole positions that season but converted none of them into victory, thwarted by further reliability issues (and a self-inflicted impact with the wall in Detroit). In wet conditions at Spa he took another majestic victory, and a run of podiums at the back end of the season enabled him to finish fourth in the drivers' championship. Nevertheless there was a sense of disappointment – and the creeping realisation at Lotus that it had a lot of work to do to keep its new star on board... 



RACE RECORD

Starts 32
Wins 3
Poles 8
Fastest laps 3
Podiums 6
Championship points 71

SPECIFICATION

Chassis Carbon fibre/kevlar and aluminium honeycomb monocoque
Suspension Double wishbones with pullrod-actuated coil springs/dampers
Engine Twin-turbo V6
Engine capacity 1494cc
Power 820bhp @ 12500 rpm (race trim)
Gearbox Six-speed manual
Brakes Carbon discs front and rear
Tyres Goodyear
Weight 540kg
Notable drivers Ayrton Senna, Elio de Angelis

MAURICE HAMILTON'S ALTERNATIVE VIEW

Modern grand prix drivers like to think the tyres they work with are unusually difficult and temperamental, but their predecessors faced many of the same challenges – and some even stranger...



TYRE TECHNOLOGY has come on a bit since James Hunt used a sharp knife to cut grooves in his bald road tyres. I was reminded of this when reading George Russell's thoughts on the latest Formula 1 rubber. Russell was talking about the detailed preparations necessary for Montreal, some 55 years on from Hunt's desperate efforts to get his first car race-worthy for a club meeting at Snetterton.

The scrutineer refused Hunt an entry for a car built up from the stripped shell of a crashed Mini. Inadequate tyres were not the main problem. Neither was the front passenger seat being, would you believe, a deckchair held in place by bits of Meccano. The official took objection to the complete absence of windows in this so-called saloon car; a serious deficiency exacerbated by the driver saying – in all seriousness – that the regulations made no mention of the car needing windows in the first place. When the scrutineer reasonably pointed out that this was akin to James claiming the non-appearance of the term 'steering wheel' meant there was no need for one, Britain's future world champion was homeward

bound with his tail between his legs.

As it turned out, Hunt would become a master of nursing tyres – particularly on a damp but drying surface – and changing them at exactly the right moment. The 1976 German GP on the Nürburgring Nordschleife was a good example.

Among the many anomalies associated with this giant of a track was a single pre-race exploratory lap proving very little because, by the time you'd got back to the start/finish area, the weather in the Eifel mountains had probably done an about-turn. That was the case as a stiff breeze suddenly brought enough rain to have officials declare a wet race, leaving the 26 starters with no choice but to remove their dry tyres.

Jochen Mass was the only exception, the German driver using his local knowledge to remain on slicks despite the field being lost in spray as it disappeared into the Hatzenbach forest. Hunt was leading Ronnie Peterson as they rounded Karussell and continued the climb to Hohe Acht, where James noted the track was not quite so wet. With the rain seeming to ease, slicks would be worth a gamble. But Hunt didn't want Peterson to reach the same conclusion.

Heading towards the end of the lap, James let Ronnie through and then distracted the new leader by sitting on the March's gearbox and appearing ready to dive down the inside at the first corner. With Peterson hard on the throttle and watching his mirrors, Hunt suddenly dived into the pits. Such a strategy would be made

“HUNT WOULD BECOME A MASTER OF NURSING TYRES – PARTICULARLY ON A DAMP BUT DRYING SURFACE – AND CHANGING THEM AT EXACTLY THE RIGHT MOMENT”

irrelevant minutes later when Niki Lauda crashed his Ferrari with seemingly fatal consequences.

Hunt won the restarted race and the nine points helped towards the second drivers'

championship for McLaren. Marque founder Bruce had been killed while testing at Goodwood six years earlier but, had he still been around, McLaren would have approved of Hunt's tactics. As a highly regarded test driver for Firestone, Bruce knew all about tyres. Indeed, one particular experience is simply unbelievable by today's standards.

In 1966, at the height of the battle between Ford and Ferrari at Le Mans, Bruce was sharing one of the mighty 7-litre Ford GT40 Mk IIs with Chris Amon, running Firestones, as opposed to the rest of Ford entry being on Goodyears. Such a strange situation developed a potentially ruinous

twist just before the start when a shower of rain made intermediates the only choice.

But here's the thing. The Ford project was so new that they had been unable to test Firestone





Chris Amon with the 1966 Le Mans-winning Ford GT40 MkII, shod with Goodyear tyres having started the race on Firestones, not something today's F1 drivers will ever face...



Jochen Mass used his local knowledge to good effect in choosing tyres for the start of the 1976 German GP, although this became irrelevant after Niki Lauda's accident



A clever move by James Hunt at the 1976 German GP would have consigned Ronnie Peterson to another *long* lap on the wet tyres, had the race not been red-flagged

inters at anything like the speeds expected at Le Mans. McLaren, taking the first stint, was about to hit 200 mph on Mulsanne with tyres he knew nothing about. It puts in perspective today's drivers moaning about being in the dark after failing to get in a quick lap towards the end of FP3 thanks to someone hitting the wall.

It didn't take long for the Firestones to either chunk or lose their tread. After a couple of pitstops, McLaren and Amon were a lap behind in eighth. If you think that's bad, just wait until you hear what happened next.

Amon: "The decision was made to switch our car to Goodyear." Then, with classic Amon understatement, he added: "This was a bit tricky because Bruce and I were contracted to Firestone. You can imagine that Firestone weren't too impressed by this. After we switched, Bruce said to me: 'We've nothing to lose. Let's

drive the doors off it.' By next morning, we were in the lead [and would eventually be declared winners after the Ford management made a controversial attempt at a dead heat with the GT40 of Ken Miles and Denny Hulme, which had done the lion's share of leading]." The advertising blurb shouted: "Victory to Ford and Goodyear!"

Can you imagine if this year's Le Mans-winning Toyota had started on Michelins and finished on Pirellis? Social media would have gone berserk. *Autosport's* report of the race carried not a single word. And neither did Bruce McLaren's column, nor the editor's gossip review the following week. Not even John Bolster, the punctilious technical editor, had spotted the switch.

To be fair to an outraged Bolster, he had not been allowed access to the Ford pit. Having thanked all the entrants for their hospitality and cooperation, Bolster finished his column thus: "I must exclude a certain American pit. They employed a fat fellow who was grossly offensive, and one hopes that, as relative newcomers to racing, they will either learn to behave or get out. I have nothing further to say on the subject."

Amen to that – even though he would probably be rendered permanently speechless today if he wandered down the F1 pitlane.

SHOWCASE

THE BELGIAN GP

We look at the highs and lows of the Belgian GP – a classic race now under threat as new events push to join the calendar

▼ Big accidents at Spa's La Source hairpin on the opening lap of a GP are rare, but when they do happen they can be big. In 2018, in the first season of the halo, Fernando Alonso's McLaren was launched over the top of Charles Leclerc (Sauber)



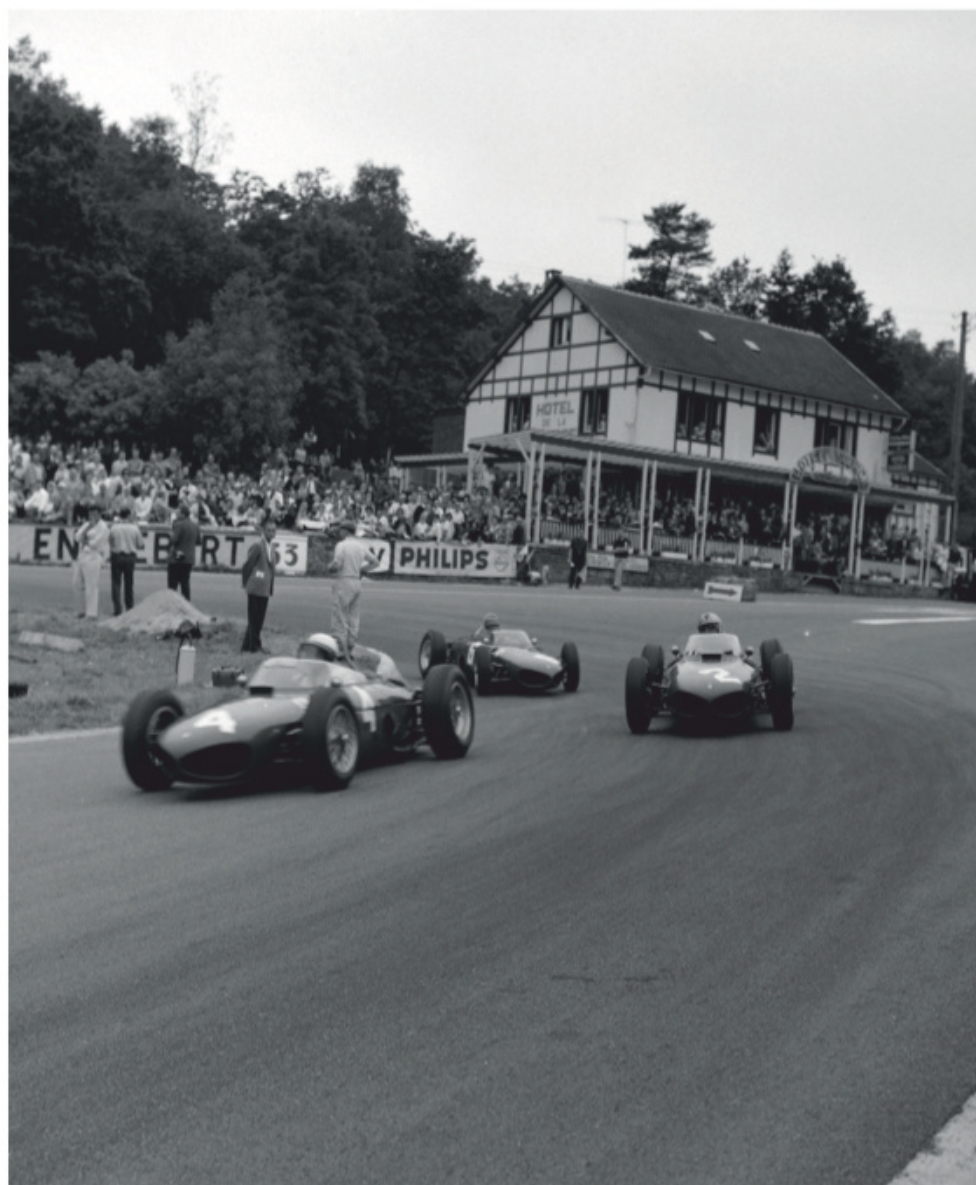




The 1976 Belgian GP wasn't supposed to be at Zolder as the circuit was holding the race in rotation with Nivelles. The track surface at Nivelles was so bad the race was switched to Zolder where Niki Lauda claimed his fourth win of the season



In the build-up to the 2013 Shell-sponsored Belgian GP, Greenpeace activists paraglided onto the roof of the stand opposite the old pitlane. They unfurled banners protesting against Shell drilling for oil in the Arctic, and stayed there for most of the race



The 1961 race at Spa really was a Ferrari walkover. The four works 156s reigned supreme as Phil Hill, Wolfgang von Trips, Richie Ginther and Olivier Gendebien (not pictured) finished first to fourth, the only time this has ever happened in F1



A stony-faced Damon Hill with a smiling Michael Schumacher (right) on the podium for the 1995 Belgian GP. The reason for Hill's facial expression wasn't just that Schumacher had won, but because of the German's antics in defending the lead in the closing laps of the race. Although Schumacher got to keep his win, he was hit with a one-race suspended ban for his over-aggressive driving



McLaren dominated qualifying for the 1999 Belgian GP as Mika Häkkinen claimed pole from team-mate David Coulthard. Come the race the tables were turned. Coulthard went outside the world champion at the first corner and the pair made contact. Coulthard then led every lap to win but second-placed Häkkinen refused to shake his hand after the race



Last year's Belgian GP was, undoubtedly, the low point in the race's long history when the Ardennes weather wrought more havoc than usual on F1. Heavy rain and a cautious approach from the race director resulted in three laps run behind the Safety Car, with a race result declared at one lap





The 1985 'race' comes a close second in disastrous Belgian GPs. New 'high-grip' asphalt was laid 10 days before the May 31 event. Heat then caused the surface to break up and remedial work after Friday practice had little effect. After some slow running on Saturday the F1 event was eventually postponed, although the F3000 race did go ahead the next day. The GP was rescheduled and finally took place in September



One of the most iconic parts of the Spa-Francorchamps circuit is, of course, the sweeping Eau Rouge corner. Named after the short Eau Rouge (red water) stream which the track crosses here, the corner is one of the most dramatic in F1. Now taken flat, that wasn't always the case. Here Nigel Mansell sparks his Williams FW11 through Eau Rouge, on his way to victory in the 1986 Belgian GP





▲
Jim Clark made his F1 debut in 1960 and his first points-scoring win came in the 1962 Belgian GP at Spa-Francorchamps, after qualifying his Lotus 25 only 12th. This was the first of four consecutive victories at Spa for Clark, this despite the fact that the Scot thoroughly disliked the 8.671-mile Ardennes circuit

▶
The 1973 Belgian GP was the first F1 race to be held at Zolder and in common with Nivelles and Spa, Zolder had issues with the track surface but the race went ahead. Mike Hailwood crashed his Surtees at Terlaemen corner and Jackie Oliver's UOP Shadow collected the Surtees when he crashed seven laps later. And finally they were joined by polesitter Ronnie Peterson...



◀
In 72 seasons of Formula 1 there have only been two wins by American-licenced constructors, but only one of those was by a car actually built in the US. The beautiful Eagle-Weslake Mk1 was constructed in southern California by Dan Gurney's Anglo American Racers team, and it was Gurney at the wheel at Spa in 1967 for the car's only victory in 32 starts



▲ In the 1990 Belgian GP there were two restarts. Nigel Mansell's Ferrari was pushed into the Armco at the first start, and was just one of a number of incidents that caused the first red flag. Paolo Barilla's crash in his Minardi on the first lap at Eau Rouge then brought out the second red

▼ Gunnar Nilsson joined Team Lotus in 1976 and managed two podiums in his first season with the team. In 1977 the Swede won the Belgian GP at Zolder but it would be the only win of his career. Already on his way out of Lotus, he was diagnosed with testicular cancer in December 1977 and died in October 1978



▲ McLaren made its debut at Monaco in 1966, but it wasn't until 1968 that the team ran two cars with founder Bruce McLaren and fellow Kiwi Denny Hulme. In the 1968 Belgian GP Bruce took advantage of Jackie Stewart's Matra running out of fuel on the penultimate lap to claim the team's first win





For many F1 fans the circuit at Zolder will only ever be associated with the death of Ferrari legend Gilles Villeneuve, in qualifying for the 1982 Belgian GP. In 1984 this memorial was erected in the pitlane but was subsequently removed in 1995



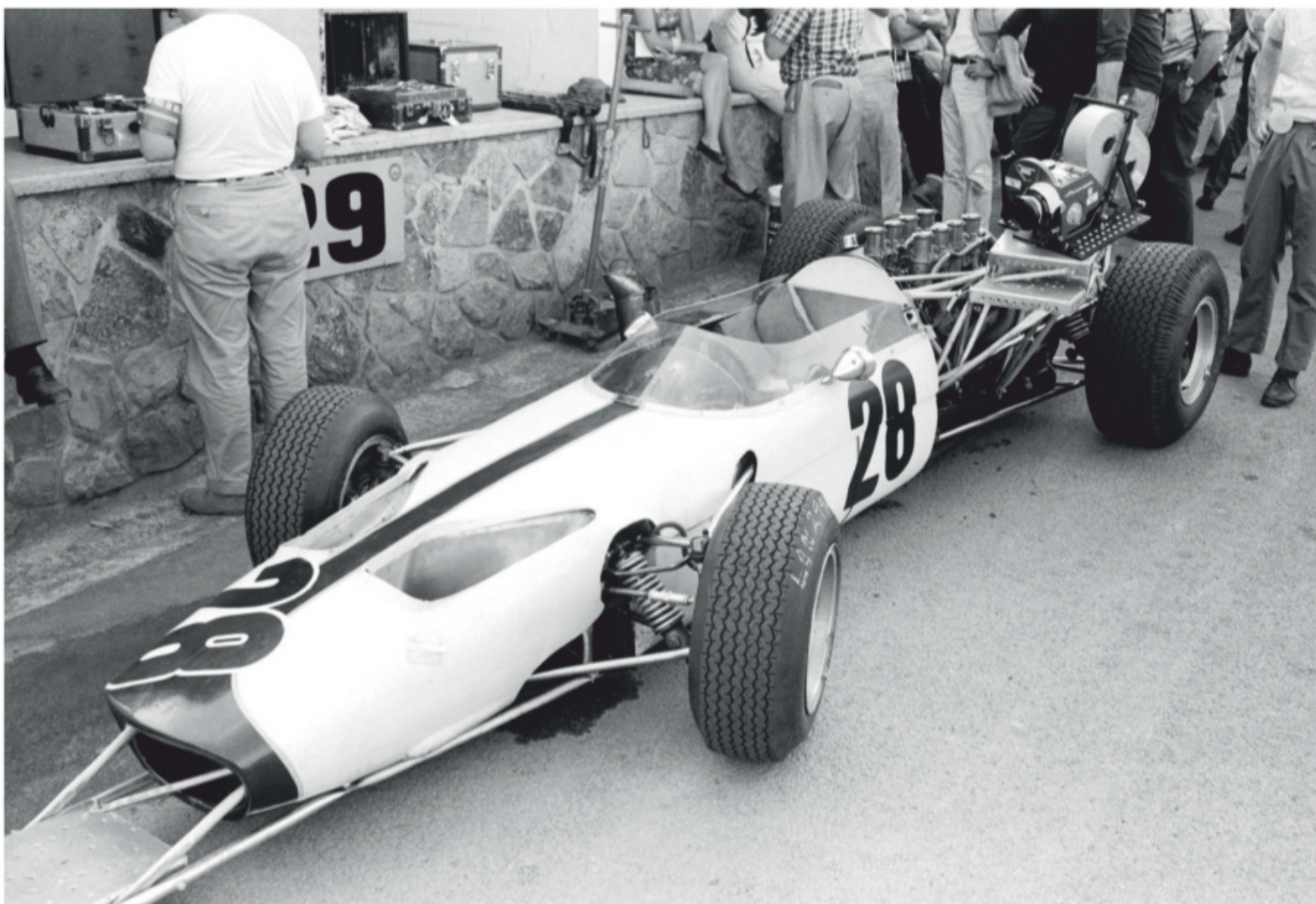
Luxembourg-born Bertrand Gachot was jailed in London in 1991 for a road-rage incident. Gachot was driving for Jordan and the decision didn't go down well with fans at the 1991 GP but it did enable Michael Schumacher to make his Formula 1 debut



Nico Rosberg (right) qualified on pole in 2014 but was beaten away at the start by Mercedes team-mate Lewis Hamilton and Sebastian Vettel (Red Bull). On lap two, after regaining second from Vettel on the opening lap, Rosberg lunged at Hamilton into Les Combes. Rosberg clipped Hamilton's left-rear wheel, puncturing the tyre and damaging his own wing in the process



This strange-looking car is actually a McLaren M3A, adapted to carry film equipment to provide footage from the 1966 Belgian GP, which would be used in the movie Grand Prix. Driven by Phil Hill, who hadn't raced in a grand prix since 1964, the car ran in qualifying and was then withdrawn at the end of the first lap, avoiding the seven cars that crashed due to the heavy rain



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INSIDE

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BELIEVE SHE
WAS QUICKER
THAN ME"**

DAVID COULTHARD

on how his
sister inspired
his project
to find the
next for
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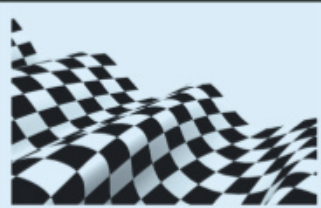
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F1 WORLD CHAMPIONSHIP ROUND 10

THE BRITISH GP IN 5 KEY MOMENTS

1 Sainz wins, but Ferrari loses the race for Leclerc

Carlos Sainz took a career-first pole position and a maiden Formula 1 victory, but Ferrari still left Silverstone after the British Grand Prix on a downbeat note.

Carlos gave up the lead on the first start, but a crash behind him gave him a second chance. He made better use of it at the restart – almost an hour later due to the first-corner incident – but on lap 10 had a brief excursion off the track which allowed Max Verstappen in front again.

But once more Carlos was helped by an accident behind: Yuki Tsunoda swept his AlphaTauri team-mate Pierre Gasly off the track, and a piece of Gasly's rear-wing endplate got stuck under Max's RB18, robbing it of some downforce. Sainz got past again even before Verstappen, thinking a puncture was to blame for his sudden performance loss, dived for the pitlane.

It was an almost perfect scenario for Ferrari. Verstappen fell back to sixth place, between the two Alpine drivers – and still carrying that chunk of Gasly's car. The second Red Bull was also out of position, since Sergio Pérez had to pit for a new front wing after a clash with Sainz's team-mate Charles Leclerc on the opening lap.

Leclerc's front wing was damaged in that same incident. But even without one of the endplates Leclerc was not only able to run close behind Sainz, but also felt he could go quicker.

A new threat then emerged in the form of Lewis Hamilton, who gradually homed in on the Ferrari pair. As Sainz began to struggle to keep his tyres alive, with Leclerc still glued to his rear wing and



On his 150th start Carlos Sainz finally broke his duck and claimed his first F1 win, but it could have been so much better for Ferrari



PICTURES: STEVEN TEE; GLENN DUNBAR; MARK SUTTON



The first-corner accident, with Zhou Guanyu's Alfa already inverted. The halo, controversial when introduced, again proved invaluable

lobbying the pitwall to be allowed through, Ferrari took Sainz out of the way on lap 20. It was a pitstop which ultimately proved decisive in making Carlos the winner.

Leclerc stayed on track five laps longer, during which Hamilton almost managed to get into DRS range behind the Ferrari – and suddenly the prospects of losing the race became real for the Scuderia again. Since Lewis on used mediums was matching both Ferraris on fresh hards, the Italian squad's pitwall had to manage a familiar issue: Sainz was running ahead of his team-mate but Leclerc was quicker. Sainz was given a few laps to speed up but, when the threat of a Hamilton overcut became apparent, Ferrari had no choice but to swap its cars.

Lewis eventually pitted eight laps after Leclerc, emerging from the pitlane still trailing both of the Ferraris, but having much fresher tyres. Would that be enough for him to catch and overtake? That question, however, quickly became moot when a fuel pump issue brought Esteban Ocon's Alpine to a halt on track, bringing out the Safety Car.

Ferrari dismissed the idea of a double-stack pitstop, although – despite Mattia Binotto's subsequent denials – they had opportunity and time to do it, since Sainz was four seconds behind Leclerc. But losing track position to Hamilton – had he decided to stay out on his still relatively new hards – didn't seem too attractive either. As Binotto explained after the race, the decision was dictated by Sainz's greater tyre wear, courtesy of that early stop.

Ferrari hoped Sainz, on the new softs, would enable Leclerc to establish a small gap to the

pack on the restart – but instead he took the lead almost immediately, leaving Charles to wrestle with the chasing pack. So while Ferrari won, its key championship contender lost – dropping to fourth at the end, and failing to claw back much ground to Verstappen in the points.

2 Halo passes another test as Formula 1 avoids disaster

Formula 1 was supremely lucky on the Sunday of the British Grand Prix. Seconds after the starting lights went out, Pierre Gasly, sandwiched between the cars of Zhou Guanyu and George Russell, hit the Mercedes – which went straight into Zhou's Alfa Romeo and sent it flying.

Upside-down, the C42 scratched its way through the asphalt and, bouncing over the gravel, somersaulted into and then over the tyre barrier, landing behind it. The roll hoop could not withstand the impact and broke, later prompting discussions about possible issues with Alfa's design – which were later dismissed on account of the impact being twice the force of those in the FIA crash test – but the halo served its purpose once again.

Behind, Sebastian Vettel ran into Alex Albon, sending him into the pitwall. The Williams bounced off into Esteban Ocon's Alpine, and then was hit by Yuki Tsunoda's AlphaTauri.

Zhou and Albon were sent to the medical centre, and Albon was transferred to a local hospital afterwards for further checks, but both drivers

avoided serious injury and were able to head to Austria a couple of days later.

The race was stopped and it would be no exaggeration to say that, despite two crashes involving as many as seven cars, Formula 1 managed to avoid a much more serious drama. As the leaders were approaching the Wellington Straight, a group of protesters aligned with the Just Stop Oil movement had accessed the track.

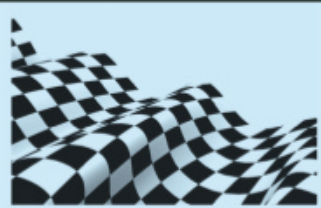
At least five members of the group sat down on the track near the bridge on the straight before marshals dragged them away. The fact that the race was already suspended made that task a lot easier, since the cars which passed weren't travelling at full speed.

The protesters did not get screentime in the official broadcast.

Northamptonshire police were aware of plans to stage some form of protest at the grand prix and released a statement to that effect a few days before the event. Efforts were made to facilitate a peaceful protest, but Just Stop Oil decided to proceed with its initial plan. Seven people were subsequently arrested.

"You've really got to be that silly to go on to a race track with Formula 1 cars... it's a scary thing," McLaren's Lando Norris fumed after the race. "You're putting us at risk to be involved in something that we would never ever want to be involved in."

While Norris's opinion was shared by many in the F1 paddock, to a certain extent the protesters got what they desired. A representative of Just Stop Oil was invited onto *Good Morning Britain* on the Monday after the race. ▶



FINISHING STRAIGHT

RACE DEBRIEF

F1 WORLD CHAMPIONSHIP ROUND 10

3 Hamilton stars at Silverstone once again

Mercedes was always meant to do well at Silverstone. The upgrade applied in Spain enabled the team to edge closer to Ferrari and Red Bull, but at city tracks in Monaco, Canada and Baku the weaknesses of the W13 manifested themselves again. Silverstone's smooth asphalt, however, was expected to be more beneficial to the car – especially since it had another update package.

A rainy qualifying perhaps didn't allow for a decent estimate of the real balance of power, but practice form had suggested Mercedes was close

on race pace even if it was lacking speed over a single lap. Unfortunately for the team, only one car survived the initial start. George Russell wasn't able to continue the race after the first corner encounter with Gasly and Zhou, so it was up to Lewis Hamilton to demonstrate the potential of the W13 at Silverstone.

It's not the first time this season that the seven-times world champion has found another gear when he can smell a good result. Yet again he was setting fastest laps in pursuit of the Ferraris, and

without the Safety Car intervention he had a fairly realistic chance of winning.

With tyres 13 laps fresher than those of Carlos Sainz – before the Safety Car – Lewis's chances of successfully dealing with at least one Ferrari seemed quite good. Whether he would have managed to catch up with Leclerc we will never find out. But few could argue that throughout most of the race it was Lewis who was the fastest driver on track.

Does this mean Mercedes is back in the fight for victories? Toto Wolff was reluctant to make any such claims after the race. "We have had in Barcelona moments where we saw some light at the end of the tunnel," he said. "Then the next three street circuits proved that we were wrong, so I don't want to talk us up nor be too optimistic at this stage."

There is at least a sense of relief in the team as it has found the path to develop the W13. "The route we want to take now is becoming increasingly clear," concluded Mercedes trackside engineering director Andrew Shovlin. "We changed concept in Barcelona perhaps in terms of the way the car was working, to try and solve some of that bouncing. While our issues with bouncing generated a lot of interest in the early races, because we were at the worst end of the pack, if you look at us here, we're actually near the better end of it."

Lewis celebrates third with his adoring fans. Mercedes could finally be making progress



4 McLaren gifts Alpine and Alonso fifth place

McLaren and Alpine have emerged as midfield-leading squads, as Lando Norris and Fernando Alonso once again came away with a decent points haul. Both qualified ahead of George Russell, and in the race benefited from Max Verstappen's woes and Russell's first retirement of the season.

Norris was ahead of Alonso for most of the race and pitstops didn't change the state of affairs, since the undercut isn't very powerful at Silverstone. Neither was Alonso was able to pass Lando on track. But McLaren was tripped up when the Safety Car was deployed.

Norris was one of a few drivers not to pit straight away – but although Charles Leclerc and



Mick Schumacher's first Formula 1 points came from a lowly 19th on the grid

Kevin Magnussen didn't come in at all, McLaren called Norris into the pits a lap later than the rest of his competitors. Thus Alonso got ahead.

In the immediate kerfuffle of the restart, it looked as though they could even get involved in the podium battle, for they were in close attendance as Leclerc, Hamilton and Perez squabbled in the battle for second place. But as that dispute fizzled out without contact Alonso and Norris were left behind.

Finishing in fifth and sixth places nevertheless allowed their respective teams to consolidate their positions at the top of the midfield group in the standings, pulling away from Alfa Romeo, which failed to score again owing to Valtteri Bottas's latest retirement.

Alpine's form is more consistent throughout the season than McLaren's. But its reliability has let it down; Alonso has been the principal victim of failures this year but at Silverstone it was Esteban Ocon's turn.

McLaren, for its part, continues to score most of its points with just one car, since Daniel Ricciardo had another weekend to forget. The Australian qualified 14th and briefly appeared in the top 10, but dropped out again due to a DRS issue.

5 Mick scores his first points as Haas returns to top 10

Having equalled its best-ever qualifying result in Canada, Haas failed to score points on race day. Almost the reverse happened at Silverstone.

Kevin Magnussen and Mick Schumacher ended up 17th and 19th in qualifying, which could be easily explained by the simple fact that Haas – unlike all its rivals – still hasn't upgraded its car. Nevertheless, on Sunday both Haas cars were quick. The crashes and other misfortunes befalling its rivals certainly helped, but Schumacher made sure nobody would be left with any doubts that he earned his first career points.

In the end Mick was very close to overtaking Verstappen, but Max defended as if it was not for seventh place but a victory. Schumacher launched a final assault at the last corner, but Max offered Mick the choice between a collision and retreat – and Schumacher preferred the points. Magnussen finished 10th, making sure both Haas cars scored points for the first time since the 2019 German GP.

Alonso didn't waste the advantage of pitting earlier than Norris under the Safety Car



RESULTS ROUND 10

SILVERSTONE/ 03.07.22 / 52 LAPS



1st	Carlos Sainz	Ferrari	2h17m50.311s
2nd	Sergio Pérez	Red Bull	+3.779s
3rd	Lewis Hamilton	Mercedes	+6.225s
4th	Charles Leclerc	Ferrari	+8.546s
5th	Fernando Alonso	Alpine	+9.571s
6th	Lando Norris	McLaren	+11.943s
7th	Max Verstappen	Red Bull	+18.777s
8th	Mick Schumacher	Haas	+18.995s
9th	Sebastian Vettel	Aston Martin	+22.356s
10th	Kevin Magnussen	Haas	+24.590s
11th	Lance Stroll	Aston Martin	+26.147s
12th	Nicholas Latifi	Williams	+32.511s
13th	Daniel Ricciardo	McLaren	+32.817s
14th	Yuki Tsunoda	AlphaTauri	+40.910s

Retirements

Esteban Ocon	Alpine	37 laps - fuel pump
Pierre Gasly	AlphaTauri	26 laps - rear wing damage
Valtteri Bottas	Alfa Romeo	20 laps - gearbox
George Russell	Mercedes	0 laps - puncture
Zhou Guanyu	Alfa Romeo	0 laps - accident
Alex Albon	Williams	0 laps - accident

Fastest lap

Lewis Hamilton 1m30.510s on lap 52

TYRE COMPOUNDS USED



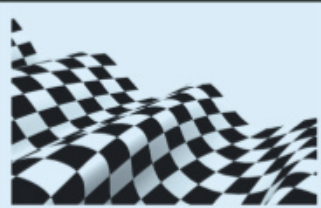
CLIMATE AIR TEMP TRACK TEMP

Cloudy	20°C	30°C
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DRIVERS' STANDINGS

1 Verstappen	181pts	12 Magnussen	16pts
2 Pérez	147pts	13 Vettel	15pts
3 Leclerc	138pts	14 Ricciardo	15pts
4 Sainz	127pts	15 Tsunoda	11pts
5 Russell	111pts	16 Guanyu	5pts
6 Hamilton	93pts	17 Schumacher	4pts
7 Norris	58pts	18 Albon	3pts
8 Bottas	46pts	19 Stroll	3pts
9 Ocon	39pts	20 Latifi	0pts
10 Alonso	28pts	21 Hülkenberg	0pts
11 Gasly	16pts		





FINISHING STRAIGHT

RACE DEBRIEF

F1 WORLD CHAMPIONSHIP ROUND 11

THE AUSTRIAN GP IN 5 KEY MOMENTS

1 Sainz retirement dents victorious Leclerc's gain

A Ferrari 1-2 seemed unlikely after Max Verstappen won Saturday's grid-defining sprint race as Charles Leclerc and Carlos Sainz squabbled in his wake, but it nearly came to pass in Sunday's Austrian Grand Prix. Leclerc passed Verstappen an emphatic three times on his way to victory and Sainz was nailed on for second place until his F1-75 expired in flames on lap 57 of 71.

Verstappen led from pole but was unable to break clear over the opening stint on medium tyres. By lap 10 Leclerc had him under the cosh, ducking and diving into T3 and T4, and Max was reporting to the pitwall that "I cannot hold this long". Two laps later Charles made a move stick into T4 and Red Bull pitted Max at the end of the following lap, triggering much of the rest of the field to abandon plans to aim for a one-stop race.

Ferrari was able to hold out longer – because it could. Verstappen's team-mate Sergio Pérez was no longer a factor after a coming-together with Mercedes' George Russell on the opening lap. Russell and Pérez had started fourth and fifth but Russell made a smarter getaway from the grid than third-placed Sainz, challenging him into Turn 1.

For a moment it looked as though he had made the move stick, but the Ferrari's superior grunt out of slow-speed corners told on the run to Turn 3. There, Russell's agenda had to shift towards defending from Pérez – and, as they rounded Turn 4 side-by-side, Russell clipped the Red Bull and sent it into the gravel.

Pérez's absence enabled Ferrari to dictate the strategic agenda since it was playing off two

drivers against one. It also had the advantage on tyre management: Leclerc's ability to close on Verstappen at the end of the sprint race provided a clue, but the overnight rain had a significant effect on the track surface, making the RB18 even harder on its tyres.

Leclerc pitted for new hard-compound Pirellis at the end of lap 26, giving himself a 13-lap tyre-life offset over Max even though he emerged behind



Leclerc (below) had reason to cheer in Austria but Sainz's race came to a fiery end (above)



PICTURES: ZAK MAUGER; SETEVN TEE; GLENN DUNBAR; ANDY HONE



The second sprint of 2022 had Ferraris battling with each other (above), Hamilton scrapping with Schumacher (below, left) and another valuable sprint win for Verstappen (below, right)



him (but, crucially, ahead of Hamilton). By lap 32 Charles was on the cusp of DRS range and next time around he duly passed the Red Bull for the second time. Max dove into the pits again on lap 36, raising questions about whether he would be able to make it to the end without pitting again since he'd only squeezed 23 laps out of one set of hards.

That question was rendered moot when Sainz halted on lap 57, by which time Leclerc had pitted again (lap 49) and caught and passed Verstappen once more. In the Virtual Safety Car period which ensued both Leclerc and Verstappen pitted for mediums but, although Leclerc had to manage a problem with his throttle sticking at up to 30% rather than coming back to zero when he lifted off, he finished 1.5s ahead.

"It wasn't just a bit stressful, it was a lot stressful," said Leclerc. "It was tricky to manage, not so much in the high-speed corners but more in the slow speed."

"There was too much tyre degradation to attack Charles," said Verstappen. "I expected them to be strong, I just didn't expect them to be this good."

Even so, taking into account the sprint result, Leclerc reduced Verstappen's championship lead by just a measly five points.

2 Ferrari civil war adds up to sprint loss

Verstappen converted pole for the sprint race into pole for the GP by scampering into the distance as Leclerc and Sainz quarrelled for second in a manner which must have caused heart rates to spike on the Ferrari pitwall. Charles got a slightly better launch than Max but found himself squeezed towards the pitwall, compromising his line into Turn 1.

That enabled Sainz to get by Leclerc but, as the leaders bore down on Turn 3, Carlos was caught between trying to attack Max and defend from his team-mate. He got his nose in front but Max had the better line, Sainz ran wide, and Leclerc reclaimed second into Turn 4.

The Ferraris continued to focus on each other rather than the car in front, not helped by Sainz seeming to have the edge on pace in the opening laps, forcing Leclerc onto the defensive. Verstappen edged away to the tune of two seconds, then eked it out to almost three before Leclerc closed in slightly during the final laps.

Afterwards the body language between the two

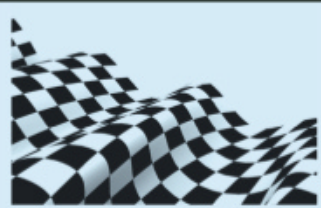
Ferrari drivers was manifestly frosty, but they just about managed to remain on-message when grilled about what had transpired.

"We lost a bit of time [battling in the opening laps]" said Leclerc, "but once Max had the gap he was managing his pace, so we'll never know."

Russell qualified fourth despite crashing and bringing out a red flag in Q3 – as had team-mate Hamilton, leaving the Mercedes garage looking "like a Lego car had been dropped on the floor" according to team boss Toto Wolff. Both gained grid positions at the expense of Pérez, who had all his Q3 times deleted owing to a track-limits violation on his final Q2 lap which went unnoticed until Q3 was about to start.

While Russell held on to fourth, it was Pérez who surged through from 13th to fifth. Hamilton started ninth and should have had an advantage when Fernando Alonso – in the grid spot ahead – was pushed clear when his car failed to fire up. But he was undone at the first corner when Pierre Gasly rode over his front-right wheel.

This enabled Pérez to push through and make his way by the two Haas cars, then Esteban Ocon's Alpine, while Hamilton lost ground and had to fight past Alex Albon and Valtteri Bottas before he could target the Haas train. ▶



FINISHING STRAIGHT

RACE DEBRIEF

F1 WORLD CHAMPIONSHIP ROUND 11

3 Mercedes close on race pace despite time deficit

"How did these guys get so far ahead, man?"

Lewis Hamilton's words to performance engineer Marcus Dudley over the closing laps tell of disappointment, and indeed Lewis crossed the line 39.6s behind second-placed Verstappen. But there are compelling reasons for the size of the gap.

In Hamilton's case, he started eighth and lost

a position to Mick Schumacher early on when he made a mistake at Turn 1. It took him until lap 14 to overhaul Mick, such was the straightline speed of the Haas. A lap later he got by the sister car of Kevin Magnussen, then gained another spot when Esteban Ocon pitted his Alpine.

Verstappen dropped behind Lewis after his early

stop but quickly got by on fresher tyres, while Lewis held out until lap 28 in the hope of building a tyre offset. That enabled him to get by Ocon almost immediately after rejoining behind him in fifth place. Fourth then became third when Sainz's car expired, but the damage had been done by those early laps in the DRS train behind Schumacher.

Russell might have finished third and been closer but for his opening-lap misfortune. He was hit with a five-second penalty for the clash with Pérez and required a new nose in his W13, resulting in a long stop on lap 11 which dropped him to the tail of the field. By lap 29 he'd fought his way back into the top 10, and was running ninth when he made his second stop on lap 40. Like his team-mate he had to scrap his way past the Haas cars as well as the two Alpines, so fourth place represented a strong recovery.

It was a rollercoaster weekend for Mercedes since both cars ended up in the wall on Friday despite having the one-lap pace to challenge for top-three grid spots. But there were also points in the grand prix where Russell and Hamilton were lapping on par with the leaders – despite feeling the W13 had lacked pace during the sprint.

"We'll just keep pushing," said Hamilton. "We're not too bad, some of our laps were comparable so we're slowly getting there. We just need to keep chipping away."

4 Schumacher battles to career-best finish

Mick Schumacher earned Formula 1's somewhat spurious crowdsourced 'Driver of the Day' award with his run to sixth, his best F1 finish to date. Over and above that, this was Mick's best weekend so far: he was seventh in qualifying and ninth in the sprint, though his inexperience showed through when he complained about the team not ordering Magnussen to let him through in the sprint. As team boss Guenther Steiner pointed out, the guy running behind with the benefit of DRS always thinks they're faster...

Both Haas cars made it through to Q3 even though the team hasn't applied any major technical updates so far this season. Magnussen started the sprint in P6 and held on to claim points in seventh place, netting him his best Austrian GP starting position since he drove for McLaren in 2014. Schumacher had an entertaining (and clean) battle for eighth with Hamilton in the sprint before succumbing to the pressure.

On Sunday Schumacher became de facto team leader as Magnussen was held back by an unspecified engine issue for the majority of the race. After passing Hamilton on lap 3 he held the Mercedes off for another 11 laps. While his final position benefited from the retirements of Pérez and Sainz, he had to fight for it throughout.



Third for Hamilton as slowly, but surely, Mercedes drags itself closer to Red Bull and Ferrari

PICTURES: GLENN DUNBAR; ZAK MAUGER; STEVE ETHERINGTON; MARK SUTTON



For the second racing running Schumacher (above) and both Haas cars were in the points



“I think the main thing that I learned is everybody is human,” said Schumacher of his duel with the seven-times world champion. “Everybody makes mistakes and everybody is under pressure [and] sometimes it gets to a point where they do make mistakes. So, that’s important for me to know that and not be afraid of fighting anybody out there.”

Despite his engine issue, Magnussen salvaged eighth place while coming under pressure from both McLaren drivers in the final laps.

5 Alpine draws level with McLaren in midfield battle

Austria was another difficult weekend for McLaren but Lando Norris and Daniel Ricciardo contrived to score points, even though both missed vital track time to technical problems on Friday and struggled to extract decent lap times from the car through practice and qualifying. Alpine, McLaren’s key rival in the midfield race at the moment, had the upper hand on pace all weekend but reliability issues prevented it from maximising its haul at the Red Bull Ring.

Ricciardo was eliminated in Q1 and started 17th, while Norris topped out at 15th in Q2. Esteban Ocon and Fernando Alonso were fifth and eighth, but Alonso didn’t even make the start of the sprint race. Ocon scored points with sixth, while the McLarens made the most of the opening-lap chaos to drag themselves to 11th and 12th at the finish.

Sunday’s race was delicately poised on the points front as Ocon enjoyed a seamless race to fifth, while Norris and Ricciardo slogged through to seventh and ninth. Norris was perhaps unfortunate to pick up a 5s penalty for multiple track-limits infringements. Ultimately Alpine might have come out of the weekend ahead on points but for more Alonso misfortune: having started from the back and maximised a strategy which called for a long first stint, Fernando was undone by a vibration which forced him to pit twice during the late VSC period. And he still bagged the last points-paying position on the final lap...

Alpine had the edge over McLaren in Austria with another strong showing from Ocon

RESULTS ROUND 11

RED BULL RING / 10.07.22 / 71 LAPS



1st	Charles Leclerc	Ferrari	1h24m24.312s
2nd	Max Verstappen	Red Bull	+1.532s
3rd	Lewis Hamilton	Mercedes	+41.217s
4th	George Russell	Mercedes	+58.972s
5th	Esteban Ocon	Alpine	+68.436s
6th	Mick Schumacher	Haas	+1 lap
7th	Lando Norris	McLaren	+1 lap
8th	Kevin Magnussen	Haas	+1 lap
9th	Daniel Ricciardo	McLaren	+1 lap
10th	Fernando Alonso	Alpine	+1 lap
11th	Valtteri Bottas	Alfa Romeo	+1 lap
12th	Alex Albon	Williams	+1 lap
13th	Lance Stroll	Aston Martin	+1 lap
14th	Zhou Guanyu	Alfa Romeo	+1 lap
15th	Pierre Gasly	AlphaTauri	+1 lap*
16th	Yuki Tsunoda	AlphaTauri	+1 lap
17th	Sebastian Vettel	Aston Martin	+1 lap**

Retirements		
Carlos Sainz	Ferrari	56 laps - power unit/fire
Nicholas Latifi	Williams	48 laps - floor damage
Sergio Pérez	Red Bull	24 laps - accident damage


Fastest lap	
Max Verstappen	1m07.275s on lap 62

F1 Sprint - 23 laps		
1st	Verstappen	2nd Leclerc
3rd	Sainz	4th Russell
5th	Pérez	6th Ocon
7th	Magnussen	8th Hamilton

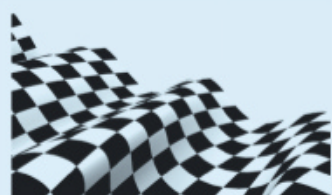
TYRE COMPOUNDS USED				
Hard (C3)	Medium (C4)	Soft (C5)	Inter	Wet

CLIMATE	AIR TEMP	TRACK TEMP
Partially cloudy	22°C	32°C

DRIVERS' STANDINGS



1	Verstappen	208pts	12	Ricciardo	17pts
2	Leclerc	170pts	13	Gasly	16pts
3	Pérez	151pts	14	Vettel	15pts
4	Sainz	133pts	15	Schumacher	12pts
5	Russell	128pts	16	Tsunoda	11pts
6	Hamilton	109pts	17	Guanyu	5pts
7	Norris	64pts	18	Albon	3pts
8	Ocon	52pts	19	Stroll	3pts
9	Bottas	46pts	20	Latifi	0pts
10	Alonso	29pts	21	Hülkenberg	0pts
11	Magnussen	22pts			



FINISHING STRAIGHT

RACE PREVIEW

F1 WORLD CHAMPIONSHIP ROUND 13

HUNGARIAN GP

29-31 July 2022
Hungaroring



PICTURE: MARK SUTTON. ILLUSTRATION: ALAN ELDRIDGE



RACE DATA

Circuit Hungaroring
First GP 1986
Number of laps 70
Circuit length 2.722 miles
Race distance 190.53 miles
Lap record 1m16.627s
Lewis Hamilton (2020)
F1 races held 36
Winners from pole 16
Pirelli compounds C2, C3, C4

CAR PERFORMANCE

Downforce level High
Cooling requirement High
Full throttle 55%
Top speed 193mph
Average speed 123mph

TIMETABLE (UK TIME)

Friday 29 July
Practice 1 13:00-14:00
Practice 2 16:00-17:00
Saturday 30 July
Practice 3 12:00-13:00
Qualifying 15:00-16:00
Sunday 31 July
Race 14:00
Live coverage Sky Sports F1
Highlights Channel 4

THE MAIN EVENT

Grand prix racing underwent something of a false start in Hungary, since half a century passed between the first and second Hungarian GPs. In 1936 Tazio Nuvolari hounded Mercedes driver Manfred von Brauchitsch into an error and then caught and passed Bernd Rosemeyer's Auto Union to score an unlikely victory for Alfa Romeo on a sinuous circuit around Népliget Park in eastern Budapest.

When grand prix racing was revived in the country Hungary was behind the so-called 'Iron Curtain' and under communist control – so for prestige reasons it was decided to build a modern facility. The Hungaroring was opened in 1986 but it's only recently, after sympathetic modifications, that it has provided a stage for properly thrilling races.

2021 RACE RECAP

It was a race to make turf accountants spring grey hairs as the field got underway on intermediate rubber on a wet but drying track, and Valtteri Bottas got his front-row start utterly wrong – skittling McLaren's Lando Norris into Max Verstappen at Turn 1 and then bouncing off them into the other Red Bull of Sergio Pérez. In a separate shunt Lance Stroll bundled Ferrari's Charles Leclerc into retirement.

Mercedes then blundered, leaving Lewis Hamilton on intermediates for the restart as the rest of the field pitted for slicks on the formation lap. His own stop left him at the back of the field and he charged through, but was unable to prevent Alpine's Esteban Ocon from becoming F1's 111th winner – a battle in which Ocon's wily team-mate Fernando Alonso proved decisive.

KEY CORNER: TURN 14 The last corner before the main straight is going to be more important than ever. The new cars' ability to run closer to each other through corners should set up more overtaking possibilities at the end of the straight that follows.



THE PAST FIVE WINNERS HERE



2021
Esteban
Ocon
Alpine



2020
Lewis
Hamilton
Mercedes



2019
Lewis
Hamilton
Mercedes



2018
Lewis
Hamilton
Mercedes



2017
Sebastian
Vettel
Ferrari

LISTA STORAGE SOLUTIONS FOR MOTORSPORT



BENEFITS

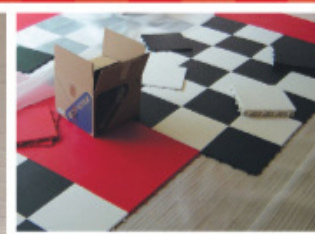
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F1 UPGRADES

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BREMONT WR-22

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bremont.com

Williams Racing's official timing partner Bremont has produced a new high-end timepiece which subtly interweaves the venerable team's past and present. The classic dial layout and 1970s-inspired chronograph hands nod to the outfit's roots, while the other elements contained within the 43mm bezel add a splash of bang-up-to-date paint, contrasting white against Oxford blue and electric blue.

On the reverse the inner workings

of the watch are visible, and the Williams-logoed rotor is custom-designed to resemble an F1 car's wheel rim and spokes. The watch has an Alcantara strap, although a steel option is available "for a more formal and contemporary aesthetic". All Bremont watches are hand-built and tested in the company's Henley-on-Thames workshops, and the WR-22's packaging includes a certified original wheelnut from a historic Williams Racing car.



PIERRE GASLY X HAWKERS

Price £44.99-£64.99

hawkersco.com

Described rather dismissively by Red Bull 'driver advisor' Helmut Marko as "a moderately fashionable Frenchman", Pierre Gasly is already into the second collection in his collaboration with the Hawkery sunglasses brand. He began his association with the company in 2020, the season in which he achieved that emotional victory in the Italian Grand Prix.

The latest batch features five

different designs, from the One LS Black (described as "versatile and timeless") to the Sauvage Gold (which "combines the 'steampunk' style with the glamour of racing"). There's also the rather avant-garde Citybreak model, distinctive thanks to its octagonal rose gold and matt black frame with terracotta gradient-polarised lenses.

They will certainly make you stand out on the grid...



F1 22

Price £49.99-£69.99

ea.com

The time has come for you to (virtually) sample the latest generation of Formula 1 machinery as EA launches the latest instalment of its ultra-successful official F1 game franchise. F1 22 features an overhauled physics, handling and tyre model in line with the behaviour of the new cars, and introduces an adaptive AI system which dynamically alters the behaviour of non-player competitors. PC owners can also play the game with a virtual reality headset.

Also for the first time, the game now has a licenced soundtrack featuring well-known music artists. To add to the *Drive to Survive* ambience, the multiplayer lobby enables players to feature clothes, accessories, trophies and supercars they've unlocked through in-game challenges. Pitstops, Safety Car deployments and formation laps have a choice of cinematics too. You can play against friends offline, via a split screen, as well as through traditional multiplayer modes.



RAYMOND WEIL FREELANCER CHRONOGRAPH 7741

Price £2595-£2695

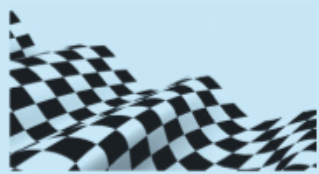
raymond-weil.co.uk

Our horologically inclined colleagues inform us that green watch faces are bang on trend at the moment and the new Raymond Weil Freelancer 7741 is one such (though it can also be had in black and white, or stainless steel and rose gold with a silver dial). Based on a 27-jewel self-winding RW5030 movement, the timepiece features a 'snailed' hour track and luminescent

white hands and indices, with three silver-toned circlets fulfilling the chronograph function and denoting seconds, 30 minutes and 12 hours.

The highly textured face is enclosed within a 43.5mm stainless steel bezel with an antiglare sapphire crystal. There's a choice of bracelets: calf leather or 5-row stainless steel with a folding clasp.





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FLAT CHAT

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PICTURES



F1 MUST ACT QUICKLY ON BAD BEHAVIOUR

"I like a drink as much as the next man. Unless the next man is Mel Gibson..." The words of Ricky Gervais sprang to mind as I surveyed the debauch in and around the Red Bull Ring: folk swaying around with pints of lager at 8.30am as if we'd been transported directly from Stansted Airport, where the bar seemingly never closes; and what to say of the fellow I spied vomiting in a bush as we left the circuit on Saturday evening? Oh the humanity!

"During all these lockdowns," opined a colleague with singular perspicacity, "people have got terrible at being people."

Seldom have truer words been spoken. Call it pent-up demand, call it lads on tour, call it oi-oi-saveloy, but certain aspects of the Austrian Grand Prix weekend were odiously redolent of football matches in the dog days of the 1980s. Boorishness prevailed, word circulated of individuals being

subjected to verbal harassment of the sexist, racist and homophobic kind, one female fan was left in tears after being 'upskirted' – it was uglier than a kebab shop fist fight. Formula 1 said it would discuss this "unacceptable" behaviour with the race promoter, though quite what these discussions entailed, or whether they came to anything productive, is anybody's guess.

Certainly it hasn't been possible to discuss this matter in public without being subjected to a fusillade of logical fallacies. The debate, dispiritingly, has fractured along national, political and fan-allegiance lines – as may have

Good behaviour from fans such as these should always be the norm and not what happened amongst a minority in Austria



been expected given the substantial Dutch contingent visiting the Austrian GP. To comment upon the conduct of any of this number, therefore, is to incur the haughtily defensive ire of the Verstappen fan massive, particularly those resident online.

GP Racing contributor Luke Smith composed a column for our sister website *Autosport.com* in which he pointed out, among other things, that with more women and children coming to races these days, such behaviour isn't a good look. Some of the responses were incredibly dim-witted. There were those who denied it even took place – "video or it didn't happen" – while others suggested that since British tourists are notorious for booze-fuelled beastliness abroad, British journalists are automatically disqualified from sitting in judgment upon others (file that one in the debating bin marked 'ergo decedo'). Perhaps most laughable of all was the argument that it was all rather mild considering what used to go on in 'The Bog' at

Watkins Glen, and was therefore a veritable storm in a teacup. Yes, someone really did try to excuse a misdemeanour because it was acceptable in the 1970s...

The question of what country the miscreants hail from or whose merch they happened to be wearing are red herrings here. What matters is the behaviour and the message it sends out. It is not enough for F1 to issue a statement saying "Down with this sort of thing" and then quietly forget about the whole affair. Unchecked, loutishness at races will actively dissuade respectable punters from buying tickets. The bad fans will drive out the good.

Inevitably there will be those who view this issue through the prism of a perceived assault on their personal freedoms, lamenting the influence of "woke liberal snowflakes" who "can't deal with banter". But rights must be balanced with responsibilities, no? Whatever happened to civility and politesse?

To steal a line from another well-known comic: "Political correctness gone mad, innit? I mean, you can't even climb in the bath with a toaster these days..."

GP Racing has a podcast!

Search for 'Flat Chat with Codders' in your podcasting platform of choice.

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